



## **Transportation Improvement Board**

March 27-28, 2003 – Bellingham, Washington

Meetings: Bellingham DOT Maintenance Center

3920 Airport Way, Bellingham WA 98226 (360) 676-2100

Lodging: Hampton Inn

3985 Bennett Drive, Bellingham WA 98225 (360) 676-7700

**March 27, 2003**

### **WORK SESSION AGENDA**

#### **WORK SESSION**

|           |  |                              | Page |
|-----------|--|------------------------------|------|
|           | <b><i>Sidewalk Deviation Request</i></b>                       |                              |      |
| 1:30 PM   | A. Vancouver: 192 <sup>nd</sup> (Stage 3)                      | Bob Moorhead                 | 51   |
|           | <b><i>Increase/Scope Change Requests</i></b>                   |                              |      |
| 2:00 PM   | B. Kitsap County: Waaga Way                                    | JoAnn Schueler               | 59   |
| 2:30 PM   | C. Town of Ruston: 51 <sup>st</sup> /Gallagher                 | JoAnn Schueler               | 63   |
| 2:45 PM   | D. Town of Cathlamet: SR-409/Main Street                       | Bob Moorhead                 | 67   |
|           | <b><i>Program Issue</i></b>                                    |                              |      |
| 3:00 PM   | E. Bid Award Deadline for 1990-91 Projects                     | Steve Gorcester              | 69   |
| 3:15 PM   | F. Small City PSMP Increase Authority/<br>Process Improvements | Steve Gorcester/Bob Moorhead | 71   |
| 3:45 PM   | G. FY 2005 Calculation of Safety Points                        | Bob Moorhead                 | 75   |
| 4:00-4:15 | <b>BREAK</b>   |                              |      |

#### **WORK SESSION (continued)**

|         |  |                 |    |
|---------|--|-----------------|----|
| 4:15 PM | H. Legislative Update                          | Steve Gorcester |    |
|         | 1. SSB 5527 (Local Transportation Grant Board) |                 | 1  |
|         | 2. RJT Bills                                   |                 |    |
|         | a. HB 2004 (SR-99)                             |                 | 12 |
|         | b. HB 1353 (SR-513)                            |                 | 15 |
|         | 3. House Budget Proposal                       |                 |    |
| 4:45 PM | I. Use of New Law Revenue                      | Steve Gorcester | 17 |
| 5:00 PM | K. RTID Presentation                           | Chair McKenna   |    |
| 5:30 PM | L. New Website Demonstration                   | Rich Struna     |    |

**DINNER (on your own)**



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### **March 28, 2003 – 9:00 AM BOARD AGENDA**

|  |                        | <b>Page</b> |
|--|------------------------|-------------|
| <b>1. CALL TO ORDER</b>  | <b>Chair McKenna</b>   |             |
| <b>2. GENERAL MATTERS</b>  |                        |             |
| A. Approval of January 24, 2003 Minutes  | <b>Chair McKenna</b>   | <b>18</b>   |
| B. Communications  | <b>Steve Gorcester</b> |             |
| 1. Letter of Resignation, Allen Schweim  |                        | <b>23</b>   |
| 2. Bridge's Time Has Come at Last – <i>Spokesman Review</i>                              |                        | <b>24</b>   |
| 3. Moorhead Elected to Lead State APWA – <i>Daily Journal of Commerce</i>                |                        | <b>27</b>   |
| 4. Davenport, Lind get Funds to Fix Streets – <i>Spokesman Review</i>                    |                        | <b>28</b>   |
| 5. City Getting Grants to Repave Local Streets – <i>The White Salmon Enterprise</i>      |                        | <b>29</b>   |
| 6. Rosalia Gets \$100K Grant – <i>Whitman County Gazette</i>                             |                        | <b>30</b>   |
| 7. Mountlake Terrace Starts 220 <sup>th</sup> St. Design Process – <i>The Enterprise</i> |                        | <b>31</b>   |
| 8. Letters from Elected Officials Supporting TIB   |                        | <b>32</b>   |
| <b>3. LOCAL PRESENTATIONS</b>  | <b>Omar Mehyar</b>     |             |
| <b>4. NON-ACTION ITEMS</b>   |                        |             |
| A. Chair's Report to the Board   | <b>Chair McKenna</b>   |             |
| B. Executive Director's Report   | <b>Steve Gorcester</b> |             |
| C. End of Biennium Financial Report  | <b>Rich Struna</b>     | <b>36</b>   |
| D. Performance Measures Report   | <b>Rich Struna</b>     | <b>42</b>   |
| E. Project Actions Update (1/1/03-2/28/03)   | <b>Bob Moorhead</b>    | <b>43</b>   |
| <b>5. ACTION ITEMS</b>   |                        |             |
| A. Sidewalk Deviation Request:   | <b>Bob Moorhead</b>    | <b>51</b>   |
| • Vancouver – 192 <sup>nd</sup> (Stage 3)  |                        |             |
| B. Increase/Scope Change Request:  |                        |             |
| 1. Kitsap County: Waaga Way  | <b>Omar Mehyar</b>     | <b>59</b>   |
| 2. Town of Ruston: 51 <sup>st</sup> /Gallagher   | <b>Omar Mehyar</b>     | <b>63</b>   |
| 3. Town of Cathlamet: SR-409/Main Street   | <b>Bob Moorhead</b>    | <b>67</b>   |
| C. Bid Award Deadline for 1990-91 Projects   | <b>Steve Gorcester</b> | <b>69</b>   |
| D. Small City PSMP Increase Authority  | <b>Steve Gorcester</b> | <b>71</b>   |
| <b>6. FUTURE MEETINGS</b>  |                        |             |
| May 29-30, 2003 – Pullman  |                        |             |
| July 24-25, 2003 – Vancouver   |                        |             |
| September 25-26, 2003 – Ellensburg   |                        |             |
| November 20-21, 2003 – Tacoma  |                        |             |
| <b>7. ADJOURNMENT</b>  |                        |             |



State of Washington  
**Transportation Improvement Board**

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**SUMMARY OF SENATE BILL 5527**

March 28, 2003

**COORDINATING COMMITTEE AND BOARDS**

- Local Boards Coordinating Committee
  - 5 members: TIB chair & vice chair, CRAB chair & vice chair and Secretary of Transportation or designee
- TIB
  - 17 members (-1 DOT, -1 CRAB, -1 Private, -1 Transit)
- CRAB
  - 9 members

**STAFFING**

- Director
  - Effective July 1, 2003, one director with executive authority of the staff of both boards, first director appointed by Governor w/ Senate confirmation, Coordinating Committee has subsequent authority over director and hiring of future directors.
- Staff
  - Existing staffs of TIB and CRAB remain intact under one director.

**OTHER PROVISIONS**

- Existing staff, programs and accounts remain.
- A report must be submitted to Legislature by December 31, 2003 detailing efficiencies, merger of business systems, and co-location of staff.

**STATUS**

- Senate Bill 5527 died in Senate Rules on March 19, 2003. The Senate version of the transportation budget is expected to reflect the combined agency and so the issue remains active until closing of the budget. The House proposed transportation budget may or may not reflect the combined agency, but that may be determined by the time of the Board meeting.

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**SUBSTITUTE SENATE BILL 5527**

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**State of Washington**

**58th Legislature**

**2003 Regular Session**

**By** Senate Committee on Highways & Transportation (originally sponsored by Senators Horn and Haugen; by request of Governor Locke)

READ FIRST TIME 02/27/03.

1       AN ACT Relating to coordination of local transportation boards;  
2       amending RCW 36.78.060, 36.78.070, 36.78.110, 47.26.121, and 47.26.140;  
3       adding a new chapter to Title 47 RCW; creating a new section; providing  
4       an effective date; and declaring an emergency.

5       BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6       NEW SECTION.   **Sec. 1.**   **INTENT.**       The legislature finds that  
7       transportation is of critical importance to the economic health of the  
8       state of Washington, and to the quality of life of its citizens.  
9       Congestion on state highways, county roads, and city streets has  
10      reached unprecedented proportions in several parts of the state, some  
11      roads and bridges are in poor condition and need improvement, and the  
12      revenues that state and local governments have traditionally used to  
13      fund projects are declining.

14      The legislature further finds that an integrated transportation  
15      system is a necessity and recommends that streamlined operations and  
16      agency efficiencies be accomplished whenever possible.

17      Therefore, it is the legislature's intent to create a local boards  
18      coordinated program that efficiently combines the staff and local  
19      technical services of the transportation improvement board and the

1 county road administration board. To provide leadership for the  
2 coordinated program, the legislature creates a local boards  
3 coordinating committee comprised of the secretary, or a designee, and  
4 two executive members of each board.

5 The coordinated committee and program executive director will take  
6 advantage of the technical, electronic, and process advancements of  
7 both boards; ensure that projects, funding, and programs currently in  
8 process are not adversely affected; and identify and pursue innovations  
9 that may emerge through the transition process.

10 The legislature recognizes that the transportation improvement  
11 board and county road administration board provide innovative solutions  
12 to increasing funding challenges faced by local transportation  
13 agencies. The boards and their respective programs and services are  
14 retained in full and strengthened by a single staff that provides one-  
15 stop technical and grant services to local customers.

16 NEW SECTION. **Sec. 2.** DEFINITIONS. The definitions in this  
17 section apply throughout this chapter unless the context clearly  
18 requires otherwise.

19 (1) "Committee" means the local boards coordinating committee  
20 created in section 3 of this act.

21 (2) "Coordinated program" means the executive director, assets,  
22 property, facilities, and staff services under the direction and  
23 authority of the local boards coordinating committee.

24 (3) "Boards" means the transportation improvement board and the  
25 county road administration board.

26 NEW SECTION. **Sec. 3.** LOCAL BOARDS COORDINATING COMMITTEE AND  
27 EXECUTIVE DIRECTOR. (1) The local boards coordinating committee is  
28 created.

29 (2) The committee consists of the chair and vice-chair of the  
30 transportation improvement board, the chair and vice-chair of the  
31 county road administration board, and the secretary of the department  
32 of transportation or the secretary's designee. The secretary or  
33 designee has no vote except when necessary to break a tie in a vote to  
34 adopt rules or establish procedures for the coordinating committee or  
35 its coordinated program.

1 (3) The committee shall meet periodically. It may adopt its own  
2 bylaws and establish its own procedures. With the permission of the  
3 boards, it may adopt rules related to the administration of the  
4 coordinated program. It shall act collectively in harmony with  
5 recorded resolutions or motions adopted by a majority vote of the  
6 members.

7 (4)(a) Before July 1, 2003, the governor, with the consent of the  
8 senate, shall appoint the first executive director for the committee.  
9 The state committee on agency officials' salaries shall set the salary  
10 of the first executive director under RCW 43.03.028 and 43.03.040. The  
11 first executive director may be removed (i) by a majority vote of both  
12 boards, or (ii) by the governor for cause based upon a determination of  
13 incapacity, incompetence, neglect of duty, of malfeasance in office by  
14 the Thurston county superior court, upon petition and show cause  
15 proceedings brought for that purpose in that court.

16 (b) The committee shall employ and set the salary of subsequent  
17 executive directors, who serve at the pleasure of the committee.

18 (c) After July 1, 2003, the executive director may employ  
19 additional staff on behalf of the committee, as the executive director  
20 deems appropriate. The executive director's salary is paid from the  
21 transportation improvement account, urban arterial trust account, motor  
22 vehicle account, rural arterial trust account, and county arterial  
23 preservation account in apportionments determined by the committee.

24 NEW SECTION. **Sec. 4. COMPENSATION--RECORDS.** (1) Each member of  
25 the committee will be compensated from the appropriations for the  
26 coordinated program in accordance with RCW 43.03.250 and reimbursed for  
27 actual necessary traveling and other expenses in going to, attending,  
28 and returning from meetings of the committee or that are incurred in  
29 the discharge of duties of the committee. However, in no event may a  
30 committee member be compensated in any year for more than one hundred  
31 twenty days. Service on the committee does not qualify as a service  
32 credit for the purposes of a public retirement system.

33 (2) The committee shall keep proper records and is subject to audit  
34 by the state auditor or other auditing entities.

35 NEW SECTION. **Sec. 5. COMMITTEE DUTIES AND POWERS.** (1) The

1 committee shall provide staff for all existing and statutorily required  
2 programs and services of the boards. The committee shall provide staff  
3 services to the boards.

4 (2) Costs of the coordinated program associated with transportation  
5 improvement board services and programs must be paid from the  
6 transportation improvement account and urban arterial trust account  
7 appropriations to the committee.

8 (3) Costs of the coordinated program associated with county road  
9 administration board services and programs must be paid from the county  
10 arterial preservation account, rural arterial trust account, and the  
11 motor vehicle account appropriations to the committee.

12 (4) The committee shall provide an accounting of allocation of  
13 administrative expenses, for prior fiscal year costs, by program and  
14 fund to the office of financial management and the legislative  
15 transportation committee by September 30th of each year.

16 NEW SECTION. **Sec. 6. TRANSFER OF STAFF AND ASSETS.** (1) The  
17 coordinated program executive director shall oversee all staff,  
18 facilities, property, and assets transferred from the boards to the  
19 coordinated program.

20 (2) All staff as necessary, facilities, property, and tangible and  
21 intangible assets of the boards are transferred to the coordinated  
22 program.

23 (3)(a) All reports, documents, surveys, books, records, files,  
24 papers, or written material in the possession of the boards must be  
25 delivered to the custody of the coordinated program. All cabinets,  
26 furniture, office equipment, motor vehicles, and other tangible  
27 property employed by the boards in carrying out their powers,  
28 functions, and duties must be made available to the coordinated  
29 program.

30 (b) Administrative appropriations made to the boards for carrying  
31 out their powers, functions, and duties must be transferred and  
32 credited to the coordinated program.

33 (c) Whenever any question arises as to the transfer of personnel,  
34 funds, books, documents, records, papers, files, equipment, or other  
35 tangible property used or held in the exercise of the powers and the  
36 performance of the duties and functions of the boards, the director of

1 financial management shall make a determination as to the proper  
2 allocation and certify the same to the state agencies concerned.

3 (4) All employees of the boards engaged in performing the powers,  
4 functions, and duties of the boards are, as necessary, transferred to  
5 the jurisdiction of the coordinated program. All employees classified  
6 under chapter 41.06 RCW, the state civil service law, are assigned, as  
7 necessary, to the coordinated program to perform their usual duties  
8 upon the same terms as formerly, without any loss of rights, subject to  
9 any action that may be appropriate thereafter in accordance with the  
10 laws and rules governing state civil service.

11 (5) All existing contracts and obligations remain in full force and  
12 must be performed by the boards through the coordinated program.

13 (6) If apportionments of budgeted funds are required because of the  
14 transfers directed by this section, the director of financial  
15 management shall certify the apportionments to the agencies affected,  
16 the state auditor, and the state treasurer. Each of these shall make  
17 the appropriate transfer and adjustments in funds and appropriation  
18 accounts and equipment records in accordance with the certification.

19 **Sec. 7.** RCW 36.78.060 and 1990 c 266 s 1 are each amended to read  
20 as follows:

21 The county road administration board (~~((shall appoint an executive~~  
22 ~~director who shall be the chief administrative officer of the board and~~  
23 ~~shall be responsible for carrying out the policies adopted by the~~  
24 ~~board. The executive director is exempt from the provisions of state~~  
25 ~~civil service law, chapter 41.06 RCW, and shall serve at the pleasure~~  
26 ~~of the county road administration board. The executive director's~~  
27 ~~salary shall be set by the board))~~ will receive staff services from the  
28 local boards coordinating committee. Costs associated with staff,  
29 together with travel expenses in accordance with RCW 43.03.050 and  
30 43.03.060, must be paid from the county arterial preservation account,  
31 rural arterial trust account, and the motor vehicle account as  
32 determined by the biennial appropriation.

33 **Sec. 8.** RCW 36.78.070 and 1999 c 269 s 1 are each amended to read  
34 as follows:

35 The county road administration board shall:



1 (1) Establish by rule, standards of good practice for the  
2 administration of county roads and the efficient movement of people and  
3 goods over county roads;

4 (2) Establish reporting requirements for counties with respect to  
5 the standards of good practice adopted by the board;

6 (3) Receive and review reports from counties and reports from  
7 ~~((its))~~ the coordinated program executive director to determine  
8 compliance with legislative directives and the standards of good  
9 practice adopted by the board;

10 (4) Advise counties on issues relating to county roads and the safe  
11 and efficient movement of people and goods over county roads and assist  
12 counties in developing uniform and efficient transportation-related  
13 information technology resources;

14 (5) Report annually before the fifteenth day of January, and  
15 throughout the year as appropriate, to the state department of  
16 transportation and to the chairs of the legislative transportation  
17 committee and the house and senate transportation committees, and to  
18 other entities as appropriate on the status of county road  
19 administration in each county, including one copy to the staff of each  
20 of the committees. The annual report shall contain recommendations for  
21 improving administration of the county road programs;

22 (6) Administer the rural arterial program established by chapter  
23 36.79 RCW and the program funded by the county arterial preservation  
24 account established by RCW 46.68.090, as well as any other programs  
25 provided for in law.

26 **Sec. 9.** RCW 36.78.110 and 1990 c 266 s 3 are each amended to read  
27 as follows:

28 ~~((All))~~ Expenses incurred by the board including salaries of  
29 coordinated program employees providing staff services to the board,  
30 shall be paid upon voucher forms provided by the office of financial  
31 management or pursuant to a regular payroll signed by the chairman and  
32 the executive director of the ~~((board. All))~~ coordinated program.  
33 Expenses of the board shall be paid out of that portion of the motor  
34 vehicle fund allocated to the counties and withheld for use by the  
35 department of transportation and the county road administration board  
36 under the provisions of RCW 46.68.120(1), as now or hereafter amended.

1       **Sec. 10.** RCW 47.26.121 and 1996 c 49 s 1 are each amended to read  
2 as follows:

3       (1) (~~There is hereby created a~~) The transportation improvement  
4 board of (~~twenty one~~) seventeen members is created, (~~six~~) five of  
5 whom shall be county members and six of whom shall be city members.  
6 The remaining members shall be: (a) One representative appointed by  
7 the governor who shall be a state employee with responsibility for  
8 transportation policy, planning, or funding; (b) (~~two~~) one  
9 representative(~~s~~) from the department of transportation; (c) (~~two~~)  
10 one representative(~~s~~) of public transit systems; (d) (~~a private~~  
11 ~~sector representative; (e)~~) a member representing the ports; (~~f~~)  
12 (e) a member representing nonmotorized transportation; and (~~g~~) (f)  
13 a member representing special needs transportation.

14       (2) Of the county members of the board, one shall be a county  
15 engineer or public works director; (~~one shall be the executive~~  
16 ~~director of the county road administration board;~~) one shall be a  
17 county planning director or planning manager; one shall be a county  
18 executive, councilmember, or commissioner from a county with a  
19 population of one hundred twenty-five thousand or more; one shall be a  
20 county executive, councilmember, or commissioner of a county who serves  
21 on the board of a public transit system; and one shall be a county  
22 executive, councilmember, or commissioner from a county with a  
23 population of less than one hundred twenty-five thousand. All county  
24 members of the board(~~, except the executive director of the county~~  
25 ~~road administration board, shall~~) must be appointed. Not more than  
26 one county member of the board shall be from any one county. No more  
27 than two of the three county-elected officials may represent counties  
28 located in either the eastern or western part of the state as divided  
29 north and south by the summit of the Cascade mountains.

30       (3) Of the city members of the board one shall be a chief city  
31 engineer, public works director, or other city employee with  
32 responsibility for public works activities, of a city with a population  
33 of twenty thousand or more; one shall be a chief city engineer, public  
34 works director, or other city employee with responsibility for public  
35 works activities, of a city of less than twenty thousand population;  
36 one shall be a city planning director or planning manager; one shall be  
37 a mayor, commissioner, or city councilmember of a city with a  
38 population of twenty thousand or more; one shall be a mayor,

1 commissioner, or city councilmember of a city who serves on the board  
2 of a public transit system; and one shall be a mayor, commissioner, or  
3 councilmember of a city of less than twenty thousand population. All  
4 of the city members shall be appointed. Not more than one city member  
5 of the board shall be from any one city. No more than two of the three  
6 city-elected officials may represent cities located in either the  
7 eastern or western part of the state as divided north and south by the  
8 summit of the Cascade mountains.

9 (4) ~~((0f))~~ The transit member~~((s, at least one shall))~~ must be a  
10 general manager, executive director, or transit director of a public  
11 transit system ~~((in an urban area with a population over two hundred~~  
12 ~~thousand and at least one representative from a rural or small urban~~  
13 ~~transit system in an area with a population less than two hundred~~  
14 ~~thousand))~~.

15 (5) ~~((The private sector member shall be a citizen with business,~~  
16 ~~management, and transportation related experience and shall be active~~  
17 ~~in a business community based transportation organization.~~

18 ~~(6))~~ The port member shall be a commissioner or senior staff  
19 person of a public port.

20 ~~((7))~~ (6) The nonmotorized transportation member shall be a  
21 citizen with a demonstrated interest and involvement with a  
22 nonmotorized transportation group.

23 ~~((8))~~ (7) The specialized transportation member shall be a  
24 citizen with a demonstrated interest and involvement with a statewide  
25 specialized needs transportation group.

26 ~~((9))~~ (8) Appointments of county, city, Washington department of  
27 transportation, transit, port, nonmotorized transportation, and special  
28 needs transportation~~((, and private sector))~~ representatives shall be  
29 made by the secretary of the department of transportation. Appointees  
30 shall be chosen from a list of two persons for each position nominated  
31 by the Washington state association of counties for county members, the  
32 association of Washington cities for city members, the Washington state  
33 transit association for the transit members, and the Washington public  
34 ports association for the port member. The ~~((private sector,))~~  
35 nonmotorized transportation~~((,))~~ and special needs members shall be  
36 sought through classified advertisements in selected newspapers  
37 collectively serving all urban areas of the state, and other  
38 appropriate means. Persons applying for the ~~((private sector,))~~

1 nonmotorized transportation((7)) or special needs transportation member  
2 position must provide a letter of interest and a resume to the  
3 secretary of the department of transportation. In the case of a  
4 vacancy, the appointment shall be only for the remainder of the  
5 unexpired term in which the vacancy has occurred. A vacancy shall be  
6 deemed to have occurred on the board when any member elected to public  
7 office completes that term of office or is removed therefrom for any  
8 reason or when any member employed by a political subdivision  
9 terminates such employment for whatsoever reason or when a ((private  
10 sector,)) nonmotorized transportation((7)) or special needs  
11 transportation member resigns or is unable or unwilling to serve.

12 ((+10+)) (9) Appointments shall be for terms of four years. Terms  
13 of all appointed members shall expire on June 30th of even-numbered  
14 years. The initial term of appointed members may be for less than four  
15 years. No appointed member may serve more than two consecutive four-  
16 year terms.

17 ((+11+)) (10) The board shall elect a chair from among its members  
18 for a two-year term.

19 ((+12+)) (11) Expenses of the board shall be paid in accordance  
20 with RCW 47.26.140.

21 ((+13+)) (12) For purposes of this section, "public transit system"  
22 means a city-owned transit system, county transportation authority,  
23 metropolitan municipal corporation, public transportation benefit area,  
24 or regional transit authority.

25 **Sec. 11.** RCW 47.26.140 and 1999 c 94 s 19 are each amended to read  
26 as follows:

27 The transportation improvement board ((shall appoint an executive  
28 director, who shall serve at its pleasure and whose salary shall be set  
29 by the board, and may employ additional staff as it deems appropriate.  
30 All)) will receive staff services from the local boards coordinating  
31 committee. Costs associated with staff, together with travel expenses  
32 in accordance with RCW 43.03.050 and 43.03.060, shall be paid from the  
33 urban arterial trust account, ((public transportation systems  
34 account,)) and the transportation improvement account in the motor  
35 vehicle fund as determined by the biennial appropriation.

1        NEW SECTION.    **Sec. 12.** The committee and its executive director  
2 shall develop a plan to implement section 1 of this act. The plan must  
3 be submitted to the senate and house of representatives transportation  
4 committees no later than December 31, 2003.

5        The plan must include steps to ensure that the coordinated program  
6 takes advantage of the technical, electronic, and process advancements  
7 of the boards; ensures that projects, funding, and programs currently  
8 in process are not adversely affected through the transition;  
9 identifies and pursues innovations that may emerge through the  
10 transition process; and uses other items essential to the transition  
11 process. The plan must address the following elements: A timeline for  
12 implementing section 1 of this act, colocation of staff and facilities,  
13 reorganization of staff, possible elimination of services or programs,  
14 merging of business systems, moving of assets and facilities,  
15 organizational consulting, budget and appropriation requests,  
16 performance measures, and a process for development of a strategic  
17 plan.

18        NEW SECTION.    **Sec. 13.** Sections 1 through 6 of this act constitute  
19 a new chapter in Title 47 RCW.

20        NEW SECTION.    **Sec. 14.** This act is necessary for the immediate  
21 preservation of the public peace, health, or safety, or support of the  
22 state government and its existing public institutions. Section 3 of  
23 this act takes effect immediately. All other sections of this act take  
24 effect July 1, 2003.

--- END ---

# HOUSE BILL REPORT

## HB 2004

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**As Reported by House Committee On:**  
Transportation

**Title:** An act relating to the alignment of state route number 99.

**Brief Description:** Describing the route of SR 99.

**Sponsors:** Representatives Hudgins, Veloria and Upthegrove.

**Brief History:**

**Committee Activity:**

Transportation: 3/3/03, 3/10/03 [DP].

**Brief Summary of Bill**

2.4 miles of State Route 99 in the vicinity of Tukwila is removed from the state highway system.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 26 members: Representatives Murray, Chair; Rockefeller, Vice Chair; Simpson, Vice Chair; Ericksen, Ranking Minority Member; Jarrett, Assistant Ranking Minority Member; Anderson, Bailey, Campbell, Clibborn, Cooper, Dickerson, Flannigan, Hankins, Hatfield, Hudgins, Kristiansen, Lovick, Mielke, Morris, Nixon, Romero, Schindler, Shabro, Sullivan, Wallace and Woods.

**Minority Report:** Do not pass. Signed by 1 member: Representative Armstrong.

**Staff:** Gene Baxstrom (786-7303).

**Background:**

The description of State Route 99 designates that it begins in Fife at a junction with State Route 5 thence northerly by way of Federal Way, Midway, Seattle, and Edmonds to a junction with State Route 5 in Everett. A proviso specifies that the portion of State Route 99 between Fife and Federal Way will be deleted from the state system when a new corridor for State Route 509 is completed between State Route 705 in Tacoma, via the Port of Tacoma to Federal Way.

The Transportation Improvement Board (Board) is responsible for annually reviewing requests for transfers of road jurisdiction among the Department of Transportation (DOT), cities and counties. Criteria for route responsibility is set forth in RCW 47.17.001. Decisions for transfer by the Board are then referred to the Legislature in order for the transfer to occur.

State Route 99 between State Route 518 and State Route 599 is approximately 2.4 miles long. This portion of State Route 99 is located largely with the city limits of Tukwila, with about two blocks located within the City of Sea-Tac, at its northern boundary. In 2002 the City of Tukwila requested that that portion of State Route 99 be transferred from the state system to local jurisdiction. The city argued that this portion of State Route 99 is not used as a thoroughfare and that it is more a community roadway, in essence, Tukwila's main street. The City of Sea-Tac also indicated that it was willing to assume responsibility for the two blocks of the route located within its jurisdiction. The DOT opposed the transfer arguing that a significant amount of traffic along this portion of the route is through traffic and that this portion of State Route 99 is part of a regional route. The Board declined recommending that the transfer be made.

---

**Summary of Bill:**

2.4 miles of State Route 99 between State Route 518 in the vicinity of Tukwila and State Route 599 in the vicinity of Tukwila is removed from the state highway system and is turned over to local authorities.

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**Appropriation:** None.

**Fiscal Note:** Requested on February 28, 2003.

**Effective Date:** The bill takes effect 90 days after adjournment of session in which bill is passed.

**Testimony For:** This section of highway is like "main street" to this community and the City of Tukwila wants to undertake improvements to make the roadway more community oriented. The city has already been taking actions to improve maintenance on the road and has funds identified for improvements. While part of the state highway system, that portion of the road is not used principally for through trips.

**Testimony Against:** This section of roadway is part of the state highway system and one of two highways providing north-south connections. Until State Route 509 is completed near Sea-Tac and connects back to I-5, this section of highway should remain under state jurisdiction.

**Testified:** (In support) Representative Hudgins, prime sponsor; and Steve Mullet, Mayor of Tukwilla.

(Information only) Steve Gorcester, Transportation Improvement Board.

(Opposed) Charlie Howard, Washington State Department of Transportation.



# HOUSE BILL REPORT

## HB 1353

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### As Passed House:

March 5, 2003

**Title:** An act relating to state route number 513.

**Brief Description:** Modifying the route description of state route 513.

**Sponsors:** By Representative Murray.

### Brief History:

#### Committee Activity:

Transportation: 2/3/03, 2/13/03 [DP].

#### Floor Activity:

Passed House: 3/5/03, 97-0.

### Brief Summary of Bill

Transfers a portion of State Route 513 to the city of Seattle.

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## HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 29 members: Representatives Murray, Chair; Rockefeller, Vice Chair; Simpson, Vice Chair; Ericksen, Ranking Minority Member; Jarrett, Assistant Ranking Minority Member; Anderson, Armstrong, Bailey, Campbell, Clibborn, Cooper, Dickerson, Edwards, Flannigan, Hankins, Hatfield, Hudgins, Kristiansen, Lovick, Mielke, Morris, Nixon, Romero, Schindler, Shabro, Sullivan, Wallace, Wood and Woods.

**Staff:** Gene Baxstrom (786-7303).

### Background:

State Route 513, which runs 3.35 miles from State Route 520 in the vicinity of Montlake, north along Sand Point Way.

The Transportation Improvement Board (Board) is responsible for annually reviewing requests for transfers of road jurisdiction among the Department of Transportation (DOT), cities and counties. Criteria for route responsibility is set forth in RCW

47.17.001. Based on the criteria, the DOT requested State Route 513 be transferred to the jurisdiction of the city of Seattle. The Board recommended that a portion of State Route 513 be transferred to the city of Seattle, with 0.2 miles to remain under state jurisdiction.

---

**Summary of Bill:**

That portion of State Route 513, north of Northwest Pacific St. in Seattle is transferred from the jurisdiction of the state to the city of Seattle.

---

**Appropriation:** None.

**Fiscal Note:** Not Requested.

**Effective Date:** The bill takes effect 90 days after adjournment of session in which bill is passed.

**Testimony For:** This bill implements a recommendation of the Transportation Improvement Board that a portion of State Route 513 be transferred to the jurisdiction of the city of Seattle. It retains the portion of State Route 513 that connects the state highway system (SR 520) to the University of Washington, the appropriate designation for that portion of the state route.

**Testimony Against:** None.

**Testified:** Steve Gorcester, Transportation Improvement Board.



## USE OF NEW LAW REVENUE

### **Discussion:**

The Transportation Improvement Board administers five legislatively created grant programs; the Transportation Partnership Program, the Arterial Improvement Program, the Small City Program, the Pedestrian Safety and Mobility Program, and the City Hardship Assistance Program. The TIB receives approximately \$200 million a biennium to finance these five programs. The level of financing a program receives has been held to historical funding levels.

Over the past year the Board has pursued the development of a Small City Newstreets Program through the demonstration of eight paving projects. The majority of these projects will go to construction this year providing sufficient information to assess the value of the program. Funding for the Newstreets program comes from a reduction in UATA bond debt service.

In the current legislative environment there speculation of a new law revenue proposal. While no specific proposal has been communicated, a discussion on possible uses of new funding may be advantageous.

TIB staff has reviewed a number of possible uses of new law revenue including establishing new programs and expanding existing programs.

### **Possible uses of new law revenue:**

- Funding of the Small City Newstreets paving program.
- Additional funds for existing TIB programs
- Funding to complete regional corridors
- Funding for outsized maintenance projects
- BRAC Match program for urban agencies
- Fund separate safety and preservation programs that are currently being funded together in the Arterial Improvement Program

**Transportation Improvement Board  
January 24, 2003  
Department of Transportation Building – Room 1D2  
Olympia, Washington**

**MINUTES**

**PRESENT**

**TIB BOARD MEMBERS**

Councilmember Rob McKenna, Chair  
Councilmember Bill Ganley, Vice Chair  
Mr. John Akers  
Mr. Tom Ballard  
Commissioner Leo Bowman  
Mr. George Cress  
Ms. Kathleen Davis  
Mr. Dan DiGuilio  
Councilmember Mary Gates  
Ms. Paula Hammond

Council President Rob Higgins  
Mr. Dick McKinley  
Mr. Dave Nelson  
Mr. Dave O'Connell  
Mr. Paul Roberts  
Commissioner Mike Shelton  
Mr. Allen Schweim  
Mr. Arnold Tomac  
Mr. Doug Vaughn

**TIB STAFF**

Steve Gorcester  
Rich Struna  
Omar Mehyar  
Bob Moorhead  
John Dorffeld  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Jay Weber

**CALL TO ORDER**

Chair McKenna called the meeting to order at 9:00 AM.

**GENERAL MATTERS**

**A. Approval of November 22, 2002 Minutes**

**MOTION:** It was moved by Commissioner Bowman with a second by Mr. Schweim to approve the minutes of the November 22, 2002 Board meeting with one correction to Mr. Dave O'Connell's name. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to several pieces of correspondence in the board packet and asked that they review on their own. He noted that the press release process for the project selection has been revised and improved. As a result, many of the 2004 TIB projects were listed in several papers around the state.

**GOVERNOR'S PROPOSAL**

Andrew Johnsen, Transportation Policy Advisor to the Governor, was introduced to provide a summary of the Governor's budget proposal that eliminates TIB, CRAB, and FMSIB and replaces these agencies with a new Local Transportation Grant Board that leaves all of the TIB programs intact. The current biennium shows a \$352 million reduction in highway and transportation improvements, which limits solutions to this fiscal conundrum. Mr. Johnsen stated that he had spoken with each of the respective Executive Directors and viewed this as an opportunity to encourage discussion and hoped that better ideas surfaced from the dialog. He also noted that the Governor is bound by statute to annually consider consolidation for boards and commissions.

Mr. Johnsen acknowledged that this controversial proposal is flawed, i.e., there is inadequate transition language, and the Governor's office would like to find a solution that keeps transportation projects moving forward without affecting the integrity of the programs or the current projects. He assured the Board that

programs that are funded with the dedicated funds would not be eliminated and would be transferred, in whole, to the new agency.

The following highlights center on the questions and answers that followed Mr. Johnsen's summary:

- The Governor's proposal did not evolve out of the Priorities of Government (POG) recommendations, but rather from a process used by the Governor to create the entire budget using limited revenues to distinguish priorities. A fiscal philosophy of the Governor's is that fewer boards and commissions, in general, help target emerging priorities. The POG recommendations served as a foundation for the Governor's proposal and were used only as a tool.
- At the present time, there are no mechanisms in place to provide funding for transitional operations. This issue does need to be addressed in the current legislation. How it will be addressed is not yet known.
- The current proposal would save \$2.2 million per biennium and these savings are assumed to go back to the programs. However, the savings revert to the motor vehicle account, which Mr. Johnsen recognized as a policy flaw. Distribution to the cities and counties would remain the same.
- Since the budget proposal only lists administrative costs, "shut down" costs would need to be considered as well. Most of the savings comes from salaries and benefits, going from a collective 35 FTEs to 19.9 FTEs. Concern was voiced that the high quality of services and products would not be possible with the drastic reduction of FTEs and that it may be more prudent to maintain separate agencies and request a reduction from each agency.
- Since government in general is under attack regarding delivery of goods and services, the proposal needs to reflect an improvement over what already exists, and this is not apparent. The legislation calls for a comprehensive study after one year as the new agency and has several other accountability processes in place.
- It does not seem cost effective to incur shut down costs of three agencies and start up costs of a new agency. Additionally, it is not clear how the new coordinated agency would experience an overhead cost factor lower than the three agencies already in existence. There is a difference between cutting costs and cutting spending. The overhead of the current agencies is low because of low cost per unit output.
- It is important to continue a board that has a broad perspective, which would include public transportation and non-motorized representatives.

The Board thanked Mr. Johnsen for attending and answering questions. He appreciated the candid discussion and encouraged everyone to work with the Legislature to ensure that the best proposal came forward.

#### **NON-ACTION ITEMS**

##### **A. Chair's Report to the Board**

Chair McKenna reported that the TIB's Executive Committee met on January 7, 2003 to discuss the consolidation proposal and develop strategies. He also reported that the Regional Transportation Investment District proposal continues to move forward with negotiations. A funding package of \$12 billion to \$14 billion is being developed for the Puget Sound counties involved. Chair McKenna would like to provide a PowerPoint presentation on this issue at a future board meeting. Chair McKenna also announced that a recognition certificate would be presented to former Board member John Trent, who recently retired from Pierce County, during the TIB Open House immediately following the meeting.

##### **B. Executive Director's Report to the Board**

Steve Gorcester distributed the 2002 TIB Annual Report to the Board. He thanked TIB staff member Chris Reed for her artistic value and dedication to this arduous project.

### ***Legislative Report***

- The Governor's proposal has made our programs very visible. Steve reported that he is using this as an opportunity to inform legislators about TIB's programs, product, and services.
- The SR-513 Route Jurisdiction Transfer request from WSDOT has been introduced as HB 1353 and sponsored by Rep. Murray.
- Senator Swecker is proposing a transportation infrastructure bank, which would act as a clearinghouse for transportation projects. Rep. Ericksen introduced "5 for 5" legislation in which five reforms are tied to five cents of gas tax. Each reform that is enacted increases the gas tax by one cent.

### ***Project Issues***

- Coal Creek – TIB staff has worked with King County and the City of Renton staff to allow the city to take the lead on the King County unincorporated roadway project to avoid further project delay. A letter of understanding between King County and the City of Renton has been signed to authorize the city to design and construct Duval Ave/Coal Creek Parkway located in unincorporated King County.
- Waaga Way – This project is moving forward with a scope change to remove the limited access portion.
- 1990-92 Closeout Projects – TIB staff have been working diligently to move the 1990-92 projects out of the inventory. Projects older than 10 years need to be closed out. The Director's Watchlist, which contains a list of projects that need monitoring, will help to prevent projects from lingering for long periods of time. The Board requested an updated Director's Watchlist be provided at the March Board meeting.

### ***Project Events*** – The following ribbon cutting events were highlighted:

- Ephrata – Alder Street
- George – Washington Way (Phase 2)
- Snoqualmie – Park Street
- Bainbridge Island City Council – plaque presentation at Bainbridge Island City Council meeting for High School Road
- King County – North SPAR

### **C. Status on 1990 Projects**

Omar Mehyar referred the Board to pages 51-52 in the Board packet to review the status of outstanding projects in detail.

### **D. Performance Measures Report**

Due to time constraints, this item was tabled to the March Board meeting.

### **E. Financial Status Report**

Rich Struna stated that the expenditures reported to date in the UATA and TIA accounts were \$85.6 million and \$80 million, respectively. The administrative expenses are \$300,000 below projections, the UATA fund is on target, and the TIA fund balance is within \$80,000 of projected costs.

The following table containing financial account details was presented:

| Account                                | Expenditures       | Appropriation      | Appropriation Balance | Account Balance   | Approved Funds Remaining |
|--|--------------------|--------------------|-----------------------|-------------------|--------------------------|
| Arterial Improvement Program           | 58,530,190         |                    |                       |                   | 48,027,437               |
| City Hardship Assistance Program       | 732,428            |                    |                       |                   | 56,782                   |
| Pedestrian Safety and Mobility Program | 8,035,961          |                    |                       |                   | 3,169,813                |
| Small City Program                     | 18,269,502         |                    |                       |                   | 4,987,704                |
| <b>UATA TOTAL</b>                      | <b>85,568,081</b>  | <b>105,622,000</b> | <b>20,053,919</b>     | <b>11,940,908</b> | <b>54,241,736</b>        |
| Transportation Partnership Program     | 80,042,779         |                    |                       |                   | 59,591,707               |
| <b>TIA TOTAL</b>                       | <b>80,042,779</b>  | <b>130,456,000</b> | <b>50,413,221</b>     | <b>14,414,550</b> | <b>59,591,707</b>        |
| UATA                                   | 1,125,562          | 1,561,354          | 435,792               |                   |                          |
| TIA                                    | 1,124,955          | 1,560,330          | 435,375               |                   |                          |
| <b>ADMINISTRATION</b>                  | <b>2,250,517</b>   | <b>3,121,684</b>   | <b>871,167</b>        |                   |                          |
| <b>TOTAL</b>                           | <b>167,861,378</b> | <b>239,199,684</b> | <b>71,338,306</b>     | <b>26,355,458</b> | <b>113,833,443</b>       |

|                             |                  |
|-----------------------------|------------------|
| A- Salary and Wages         | 1,567,992        |
| B - Employee Benefits       | 280,762          |
| E - Goods and Services      | 313,489          |
| G - Travel                  | 88,274           |
| J - Capital Outlays         | 0                |
| <b>ADMINISTRATION TOTAL</b> | <b>2,250,517</b> |

**F. Project Actions Update (11/1/02-12/31/02)**

Bob Moorhead reviewed the project actions and noted that most of 2002 experienced a general decline. This report, however, indicated an increase of \$1.7 million due to the Newstreets funding for the City of Republic and the close out for the three projects on Mill Plain Extension in Vancouver.

**ACTION ITEMS**

- A. Small City Federal Matching Funds** – In October 1999, the Board approved limiting the SCP federal matching funds on Rural Economic Vitality (REV) projects to \$200,000 per project. Staff recommends that this ceiling be discontinued, and that REV matching fund requests be processed in the same manner as TEA-21 and BRAC matching fund requests.

**MOTION:** It was moved by Council President Higgins with a second from Mr. DiGuilio to remove the \$200,000 limit on Small City Federal Matching Fund Grants for Rural Economic Vitality (REV) projects. Motion carried unanimously.

- B. Bingen REV Match Increase** – The TIB match for the initial \$2.0 million REV grant for the City of Bingen was limited to \$200,000. The City requested an increase of \$189,000 to provide the match for a second REV grant of \$1.25 million.

**MOTION:** It was moved by Mr. Schweim with a second from Mr. Roberts to approve an increase of \$189,000 in Small City Program Federal Matching Funds for SR-14 in the City of Bingen, bringing the total in TIB funds to \$389,000. Motion carried unanimously.

- C. Newstreets Demo Projects Selection** – The total amount approved for the Newstreets Demonstration Project was a maximum of \$2.5 million. At the November meeting, the Board approved up to \$500,000 for the first demonstration project in the City of Republic. Staff recommends an additional seven communities to be added to the Newstreets Demonstration Program for 2003, allowing a maximum amount for each project.

**MOTION:** It was moved by Commissioner Bowman with a second from Mr. Tomac to approve the staff recommended 2003 Newstreets Demonstration Projects to the following seven cities with the maximum grant amount as listed below:

- Kittitas - \$396,000
- White Salmon - \$305,000
- Twisp - \$175,000
- Connell - \$91,000
- Coupeville - \$392,000
- Davenport – 321,000
- Lind - \$320,000

**FUTURE MEETING**

The next Board meeting is scheduled to meet in Bellingham, March 27-28, 2003. Information regarding that meeting will be sent out on March 7.

**ADJOURMENT**

The meeting adjourned at 11:30 AM.



February 28, 2003

RECEIVED  
MAR 03 2003  
TIB

Mr. Stevan Gorcester, Executive Director and  
Mr. Rob McKenna, Chairman  
Washington State Transportation Improvement Board  
PO Box 40901  
Olympia WA 98504-0901

Gentlemen:

It is with both pride and enjoyment for things accomplished, and with a twitch or two in my stomach for what lies ahead, that I provide you with notice that I must formally vacate my position on the Board. As you know, I have been functioning in a temporary and extended role with Spokane Transit following my official retirement in early January. That role now comes to an end on March 14, 2003, as I prepare to relocate out of state to join another public transportation district that has both rail and bus modes of service. My new employment begins in thirty days, and that will preclude my travel and attendance at the next TIB meeting.

In making this announcement, I again wish to express my heartfelt thanks to you, the staff, and the entire Board, for accepting me, for teaching me some broader perspectives, and for simply allowing me to be a part of you. Hopefully, I have been able to infect you with some of my enthusiasm for the industry I have served for the past twenty-eight years. I am confident that I leave a TIB organization that is second-to-none, and one that will have a definite and bright future in the transportation fabric of our state. If there is anything at all like TIB where I am heading, you know where you'll probably find me.

Thank you again to everyone, for everything!

Sincerely,



Robert Allen Schweim  
Executive Director, STA (ret.)

C: STA  
WSTA

**Bridge's time has come at last ; Reconstruction starts Monday on Monroe span**

*Spokesman Review*; Spokane, Wash.; Jan 4, 2003; Amy Cannata Staff writer;

**Sub Title:** [SPOKANE Edition]

**Start Page:** A1

**Personal Names:** Flint, Roger  
Garner, Tom

**Abstract:**

*The city of Spokane posted weight limits for the bridge last year, forcing buses and heavy trucks to use alternative routes.*

*Then construction crews will build a platform underneath the bridge deck to catch debris: material must not fall into the river, according to environmental requirements. The platform will extend five feet out on either side of the bridge.*

*After the platform is built, crews will begin dismantling the bridge down to its three main arches and largest columns, beginning at the center and working out in both directions. They will rebuild bridge sections one by one as they are demolished.*

**Full Text:**

*(Copyright 2003 Cowles Publishing Company)*

Just two days are left before downtown Spokane's Monroe Street Bridge is closed for a nearly total reconstruction.

Two years and about \$20 million later, the plan is to have a safer bridge that retains its historic character.

Reinforcing bars have corroded on some parts of the 92-year-old bridge, and at least one column has broken in half and shifted on its foundation.

The city of Spokane posted weight limits for the bridge last year, forcing buses and heavy trucks to use alternative routes.

last year, forcing buses and heavy trucks to use alternative routes. Now it's automobile drivers' turn to find new routes over the Spokane River.

The bridge will be open part of Monday morning, with the northbound lanes closing at about 8 a.m., said Spokane Public Works Director Roger Flint.

Once that side is barricaded and restriped to reflect the detour, construction crews will close the southbound lanes.

Police are preparing for a bottleneck Monday at the detour point at Lincoln Street and Bridge Avenue, said Police Capt. Steve Braun.

"That's really going to be a choke point," Braun said Friday, adding that officers will be stationed there to make sure everything moves as smoothly as possible.

After a rough patch early last year, financing for the bridge reconstruction project has smoothed out now that the Washington Transportation Improvement Board has committed \$2 million to the project.

All told, federal sources are contributing about \$12 million, the state of Washington \$2.3 million and the city of Spokane \$2.8 million. The city has also obtained a \$1 million low interest loan from the state Public Works Trust Fund, said Flint.

Flint said the city is now estimating that the bridge project will total just over \$18 million, but that amount could increase.

Project contractor F.E. Ward's construction bid was \$3 million under engineering estimates, but that savings could be eaten up by unanticipated cost overruns, said Steve Shrope of David Evans and Associates, the company overseeing construction.

And the \$18 million in construction and engineering costs don't include the estimated \$500,000 per year it will cost the Spokane Transit Authority to reroute its buses and the unknown costs to Monroe Street businesses that will be bypassed by detouring motorists.

The bridge was originally scheduled to be closed in November, but Spokane Mayor John Powers delayed the project to help downtown businesses during the holiday shopping season.

There had been talk of implementing an accelerated schedule to complete the reconstruction project three to six months earlier than the current two-year schedule, but that plan was recently shelved, said Flint.

"It was going to be \$900,000 extra of money we don't have," he said.

Bridge reconstruction will begin with demolition.

First, barriers between the sidewalk and traffic lanes will be removed, and the pavement will be stripped from the deck surface.

Then construction crews will build a platform underneath the bridge deck to catch debris: material must not fall into the river, according to environmental requirements. The platform will extend five feet out on either side of the bridge.

"That has to be built under the entire structure. As they take the bridge down, small pieces are going to be coming down, and we can't have them fall in the river," said Construction Project Manager Tom Garner of David Evans and Associates.

The need to keep debris out of the river also makes the use of a wrecking ball or explosives impossible. Instead, crews will use a machine with a lobsterlike claw to break off smaller pieces of the bridge.

The platform will be lined with a removable metal and fabric net, which can be dumped on solid ground above the riverbanks.

After the platform is built, crews will begin dismantling the bridge down to its three main arches and largest columns, beginning at the center and working out in both directions. They will rebuild bridge sections one by one as they are demolished.

The pavilions on the bridges and their buffalo skulls will be rebuilt from measured drawings and casts of the skulls.

At its peak, demolition and reconstruction will employ about 50 people, said Garner.

All that will remain of the original bridge are its three main arches and largest support columns.

At 281 feet wide, the central arch was the longest concrete arch in the world at the time it was built. Each of the other two arches is 120 feet across.

From the edge of the northern bridge approach to the edge of the southern approach, the Monroe Street Bridge is about 900 feet long.

Stress gauges will be placed on the arches to make sure they don't crack or break, said Shrope.

"It's going to be quite a feat to get the demolition done without damage to the environment and the existing arches," said Garner.

Some work has already been completed, including changing some islands along the detour route, said Garner.

People interested in watching bridge demolition and reconstruction will have a couple of options.

Crews have already started building a viewing platform along Spokane Falls Boulevard, just west of Spokane City Hall. The site will feature placards with historical information about the Monroe Street Bridge.

It is scheduled to be completed sometime in February.

An online camera is also being installed on City Hall, so that people can watch the reconstruction process via the Internet.

The Web-cam will be accessible through a link on [www.spokanecity.org](http://www.spokanecity.org) within a few days.

#### **[Illustration]**

Color Photo; Caption: The Monroe Street Bridge will be closed for two years while extensive repairs to the structure are made. Photo by Colin Mulvany/ The Spokesman-Review

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January 29, 2003

## **Moorhead elected to lead state APWA**

**By JOURNAL STAFF**

SEATTLE -- Robert Moorhead, Olympia region manager for the Washington State Transportation Improvement Board, has been elected president of the Washington State Chapter of the American Public Works Association.

Moorhead, a registered professional engineer, replaces Dick Andrews. Prior to working with the TIB, Moorhead was a project manager and supervisor with the city of Olympia. He also has served the state APWA chapter as an officer, board member and committee member.

As head of the state APWA, Moorhead will preside over a board of directors representing over 1,000 members drawn from state, county and local agencies as well as public works consultants and suppliers. The Washington state chapter is one of the largest in the national APWA, which has about 26,000 members.

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Comments? Questions? [Contact us.](#)

FEB 6, 2003 - SPOKES-  
MAN REVIEW  
(SEC. 8, P. 2)

## Davenport, Lind get funds to fix streets

The towns of Davenport and Lind have been awarded funds from the Washington State Transportation Improvement Board to reconstruct several arterial streets this summer.

The board awarded Davenport \$400,000, and Lind \$300,000 to preview a program called Newstreets for Small Cities, scheduled to begin in 2004.

Streets to be paved in Davenport include Fifth, Sixth, Seventh, Eighth, Sinclair and Main streets.

Lind's paving project includes Second, 11S, Fifth, First and N streets, and Wilbur, Nielson, Van Marter and Marcus roads.

Lind currently has a previous \$499,500 TIB grant for reconstruction of E Street from state Route 21 to Seventh Street, which will be completed at the same time as the others.

The program, funded by revenue generated by 3 cents per gallon of the state gas tax, is designed to provide complete reconstruction of streets in cities with populations under 5,000.

Six other towns throughout Washington were also selected for the project.

The program aims to mitigate the high cost of asphalt for small projects in remote locations.

The price per ton of asphalt can be reduced by the increase in the size of the project, the TIB board said.

# The Enterprise

Serving White Salmon and Bingen, Washington, since 1903

VOL. 101, NO. 8 -- 1 SECTION, 16 PAGES

THURSDAY, FEBRUARY 20, 2003

## City getting grants to repave local streets

The city of White Salmon has been chosen to receive approximately \$305,000 to pay for the repaving of several of its arterial streets in summer 2003.

The Washington Transportation Improvement Board (TIB) selected White Salmon to demonstrate a program called "Newstreets for Small Cities" that will formally begin in 2004 if the demonstration projects prove successful.

"White Salmon was selected to demonstrate 'Newstreets' because of the town's own initiative to maintain and improve their underground utilities," said Rob McKenna, chair of the TIB. "Street surfaces often must be opened to repair pipes, so the TIB has searched the state for small cities with new or very well maintained utilities."

"White Salmon was one of only eight cities chosen in Washington," said Mayor Roger Holen.

The demonstration program was conceived in response to the worsening condition of small city streets and to address high prices for asphalt, which can be reduced significantly by increasing the size of paving projects.

The Newstreets paving projects will be done in conjunction with the SR 14 repaving in Bingen to achieve greater economy of scale.

A total of 2.05 miles will be

paved in White Salmon as part of the project. Segments include:

□ N. Main Avenue from State Route 141 to NW Spring Street;

□ N. Estes Avenue from SR 141 to NE Spring Street;

□ N. Wauna Avenue from SR 141 to NE Green Street;

□ NE Skyline Drive from SR 141 to the hospital; and

□ Dock Grade Road from SE Oak Street to SR 141.

According to Wil Keyser, director of White Salmon's Public Works Department, paving work on these streets is expected to begin in May or June.

# Rosalia gets \$100k grant

Soon many Rosalia school children will not have to compete with cars on the road when they walk down hill to school each day. Rosalia Mayor Ken Jacobs recently announced that the town will receive a \$100,000 grant from the Washington State Transportation Improvement Board to install sidewalks on one of their main thoroughfares.

"It's one of the main access roads for the school and the downtown area," said Jacobs. "We haven't had any accidents. We have been very, very lucky. Every one realizes it's a dangerous situation."

The new sidewalk will stretch nearly 600 feet between 5th and 7th Street on Josephine Street. The fairly narrow road slopes downhill the entire way leading from one of Rosalia's main residential areas to the downtown area.

City officials applied for the grant last August. It's the first grant the city has ever received through the TIB program. They had applied for one years ago, but did not get it. Jacobs was pleased to receive this one on the first attempt.

"We had a very narrow window in which to apply," said Jacobs. "It's just fortunate that we spotted it. This is something we've wanted to do for a long time."

Rosalia will have to provide a certain amount of funds to get the grant. They will provide \$8,300 in cash, and \$14,300 in labor towards the project. Jacobs said the grant will likely be released in July of 2003, but he hopes to get the city working on the project sooner than that.

"We are hoping to get started in March," he said. "We'd like to get it all done before the county street work starts in June."

Jacobs said the city will do all the ditch digging, leveling and probably build the retaining wall alongside.

WHITMAN  
COUNTY  
GAZETTE

THURSDAY, JANUARY 2, 2003 • VOL. 126, NO. 1



# The Enterprise

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**DRIVING**

REAL ESTATE

House of the week

Lynnwood/Mountlake Terrace

FRIDAY February 28, 2003

## Out & About



## Give it a whirl

Whirlyball  
electrifies Edmonds

## Mountlake Terrace starts 220th St. design process

By Shannon Sessions  
Enterprise editor

**MOUNTLAKE TERRACE** — One of the major capital improvement projects planned for Mountlake Terrace in 2003 is the work that is scheduled to start this

summer on its largest street, 220th Street SW. The project will cost \$1.7 million, which includes a \$1 million grant from the state Transportation Improvement Board, said city engineer Willem Van Ry.

According to Van Ry, the project includes traffic management

improvements, such as signal timing and new turn lanes, along with overlay work, sidewalk repairs and making the sidewalks accessible to wheelchairs.

"The signals that stretch up to 99 will be synchronized so that the traffic flows through there more smoothly," Van Ry said.

"There will be an addition of a right turn lane from westbound 220th onto northbound 66th Avenue — that really will help with some backups."

Van Ry said there will also be some planted medians added as well.

See **STREET**, Page 3

## STREET

Continued from page 1

"This will separate some of the traffic and also add some landscaping," he said.

The city, in cooperation with Community Transit, will also add what is called "transit signal priority" to the signal timing system. The signal system will be an extension of the work that was done on the new portions of Highway 99 through Edmonds, Mountlake Terrace

and Lynnwood.

"(Transit signal priority) keeps track of what the bus schedules are and where they should be on their route," Van Ry said. "If (the bus) is behind schedule, it has the capability to keep the signal green a little longer to let the bus get through."

He added, CT is paying about \$190,000 for the signal priority system.

The schedule includes estimated completion dates and

some hurdles the city will have to clear before they can get started on construction.

"We'll need to get some of the right-of-way on all four corners at 66th and 220th," Van Ry said. He estimated that the amount ranges from 10 to 100 square feet, depending on the

corner.

The design of the street renovation should be complete by the end of this May, bidding for the job should be done by July and construction should start in August with an estimated completion time of the end of December 2003.

"We're still looking into possibilities on the best way to keep traffic moving and make detours," Van Ry said.

Public meetings will be scheduled to discuss the 220th Street project. Times and dates have not yet been confirmed. Info: call 425-776-1161.

**BIKE STORE MOVING**  
**ALL BIKES ON SALE!**

SAVE

actually weigh  
what your driver's  
license says



## Washington State Senate

**Olympia Office:**

424 John A. Cherberg Building  
PO Box 40430  
Olympia, WA 98504-0430  
e-mail: eide\_tr@leg.wa.gov

**Senator Tracey J. Eide**

Minority Whip  
30th Legislative District

**Telephone:**

(360) 786-7658  
FAX: (360) 786-1999  
Legislative Hotline: 1-800-562-6000

The Honorable Jim Horn, Chairman  
Senate Highways and Transportation Committee  
437 John A. Cherberg Building  
Olympia WA 98504-0441

RECEIVED  
FEB 07 2003  
TIB

Dear Senator Horn:

February 7, 2003

I understand Senate Bill 5527 would create a new Local Government Grant Board to take over transportation grant programs after dissolving the Transportation Improvement Board, County Road Administration Board and Freight Mobility Strategic Investment Board. I think all cities benefit greatly from the programs provided by the Transportation Improvement Board.

The Transportation Improvement Board (TIB) provides significant funding for improvements to local arterials and many surface state highways and interchanges. The TIB is involved in major improvements to State Route 99 throughout South King County, including an investment of more than \$10 million in my legislative district alone. All of the significant transportation improvements completed by the city of Federal Way since its incorporation in 1990 have been funded in part by the TIB.

The TIB minimizes bureaucracy and produces funded transportation improvements across the state. I hope you will join me in opposing any reorganization that purports to achieve greater efficiency by dissolving the Transportation Improvement Board.

Thank you for tackling our difficult transportation issues as Chairman of the Senate Highways and Transportation Committee. I appreciate your consideration on this important issue.

Sincerely,

Tracey J. Eide  
State Senator  
30<sup>th</sup> Legislative District

cc: Steve Gorcester



"Building A Stronger Community  
TOGETHER"

COPY

February 3, 2003

The Honorable Representative William A. Eickmeyer  
430 John L. O'Brien Building  
P.O. Box 40600  
Olympia, Washington 98504 - 0600

RE: Governor's proposal to consolidate TIB, CRAB and FMSIB into LTGB

Dear Representative Eickmeyer:

As you are aware, Governor Locke's budget proposal for the 2003-2005 biennium proposes to merge the Transportation Improvement Board (TIB), the County Roads Administration Board (CRAB), and the Freight Mobility Strategic Investment Board (FMSIB) into a Local Transportation Grant Board (LTGB). On behalf of the City of Shelton, I want to express adamant opposition to this plan.

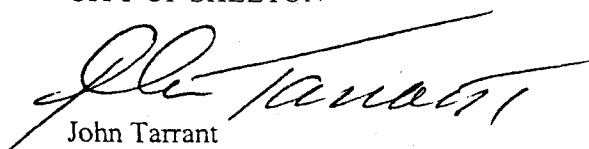
The City of Shelton has developed an excellent working relationship with TIB staff and has found them to be helpful and professional. Recently Shelton received \$1.5 million to reconstruct Northcliff Road, which provides a critical arterial link to the northwest part of Shelton, that part of Shelton that represents the greatest potential for economic development. Eliminating the TIB Board through consolidation would effectively eliminate the opportunity for small rural communities, such as Shelton, to compete for grant funds on a level playing field.

The current organization of the grant agencies allows communities fair access to funding opportunities irrespective of their size and allows for equitable representation. The proposed reorganization, by its very nature, cannot provide sufficient representation from all affected sectors. My fear is that small rural communities will suffer, no longer being able to compete for funds that are desperately needed.

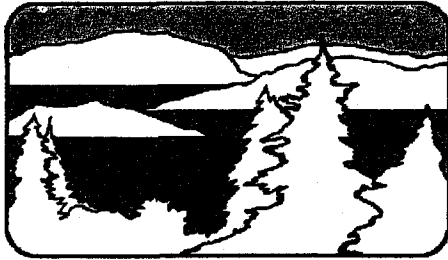
The City of Shelton understands that budget cuts and reorganizations are necessary in these difficult economic times. However, the City does not agree that the Governor's proposed consolidation is the answer. The City believes that the current organization works well for the people of Washington and should be held up as an example to be emulated, not eliminated.

Please support the City of Shelton by refusing the Governor's plans for consolidation.

Sincerely,  
CITY OF SHELTON

  
John Tarrant  
Mayor

JT:vsc



Board of Commissioners

## San Juan County

350 Court Street #1, Friday Harbor, Washington, 98250 • 360/378-2898  
Darcie L. Nielsen, Dist. 1 • John B. Evans, Dist. 2 • Rhea Y. Miller, Dist. 3

RECEIVED  
FEB 13 2003  
TIB

February 11, 2003

The Honorable Gary Locke, Governor  
State of Washington  
P. O. Box 40002  
Olympia, WA 98504-0002

**Re: Current Governor's Budget Proposal**

Dear Governor Locke:

The Board of County Commissioners of San Juan County would like to respond to your current budget proposal. First, we would like to complement you on taking the initiative to break from the status quo in the interest of improving Washington State's transportation system. Having said that, we encourage you to take a second look at the grants boards and their processes.

The grant programs in this state are functioning efficiently and are cost effective. They are distributing allocated funds in a manner that is fair, not excessively burdensome and the process is sensitive to the diversity of needs across the state. CRAB has a long established and respected history of providing regulatory services and agency educational and technical assistance services that have had a positive impact on the quality of County Road services in this state.

CRAB, whose work benefits the entire state, is funded with County money, uses only County assets and its demise will not affect the State's budget crisis. As members of the County level of government, we also feel strongly that CRAB's function allows County's to meet our role in the State transportation system. Please leave CRAB alone.

The Transportation Improvement Board was created to do a better job of distributing funds across the state for Urban Arterial Needs. That role and that need exist as surely today as it did before. They also have a proven track record of cost effective services. The elimination of the TIB will not improve the current situation.

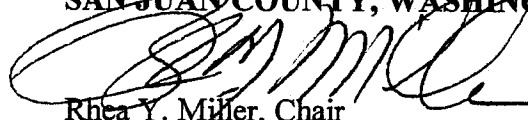
Instead of focusing on the grant agencies, we suggest a focus on the State Department of Transportation (DOT). DOT itself needs careful review and may well be partly to blame for state-wide transportation failures of the project nature. This is a great opportunity for the new leadership of DOT.

WSDOT's Ferry fleet and operations are critical to the survival and viability of our island communities. We are counting on you to recognize our need and our vulnerability around the ferry issue.

Thank you for your efforts in this challenging time.

Sincerely,

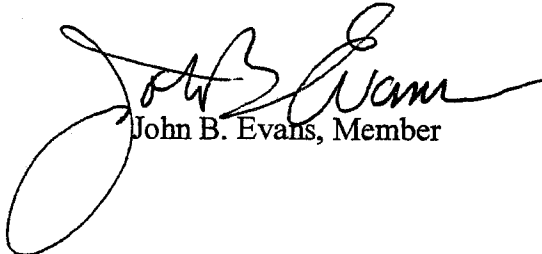
**BOARD OF COUNTY COMMISSIONERS  
SAN JUAN COUNTY, WASHINGTON**

A handwritten signature in black ink, appearing to read 'R. Miller'.

Rhea Y. Miller, Chair

A handwritten signature in black ink, appearing to read 'D. Nielsen'.

Darcie L. Nielsen, Member

A handwritten signature in black ink, appearing to read 'John B. Evans'.

John B. Evans, Member

Cc:  
House and Senate Transportation Committees  
WSAC, CRAB & TIB

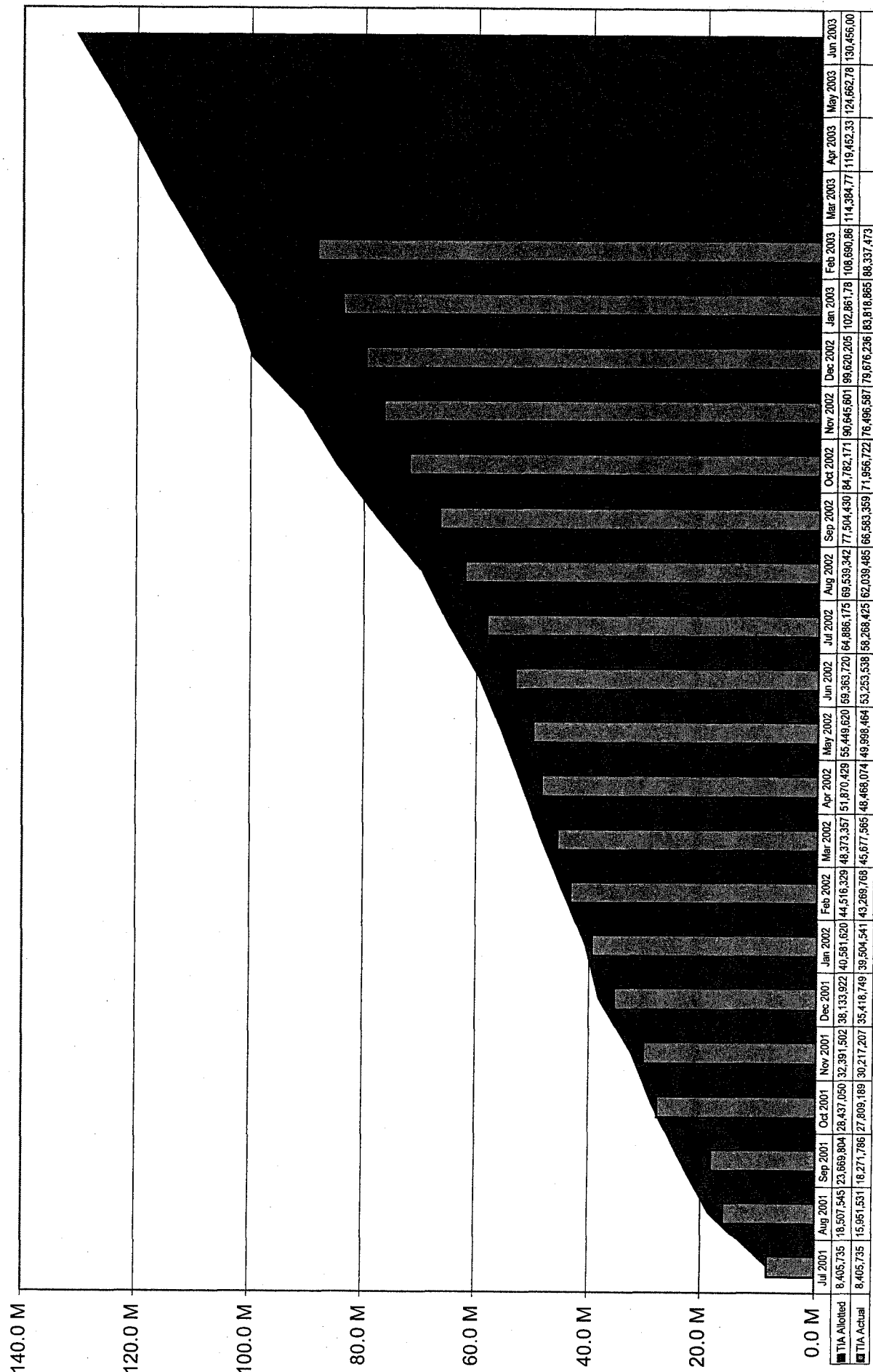
# FINANCIAL STATUS

2001-2003 Biennium

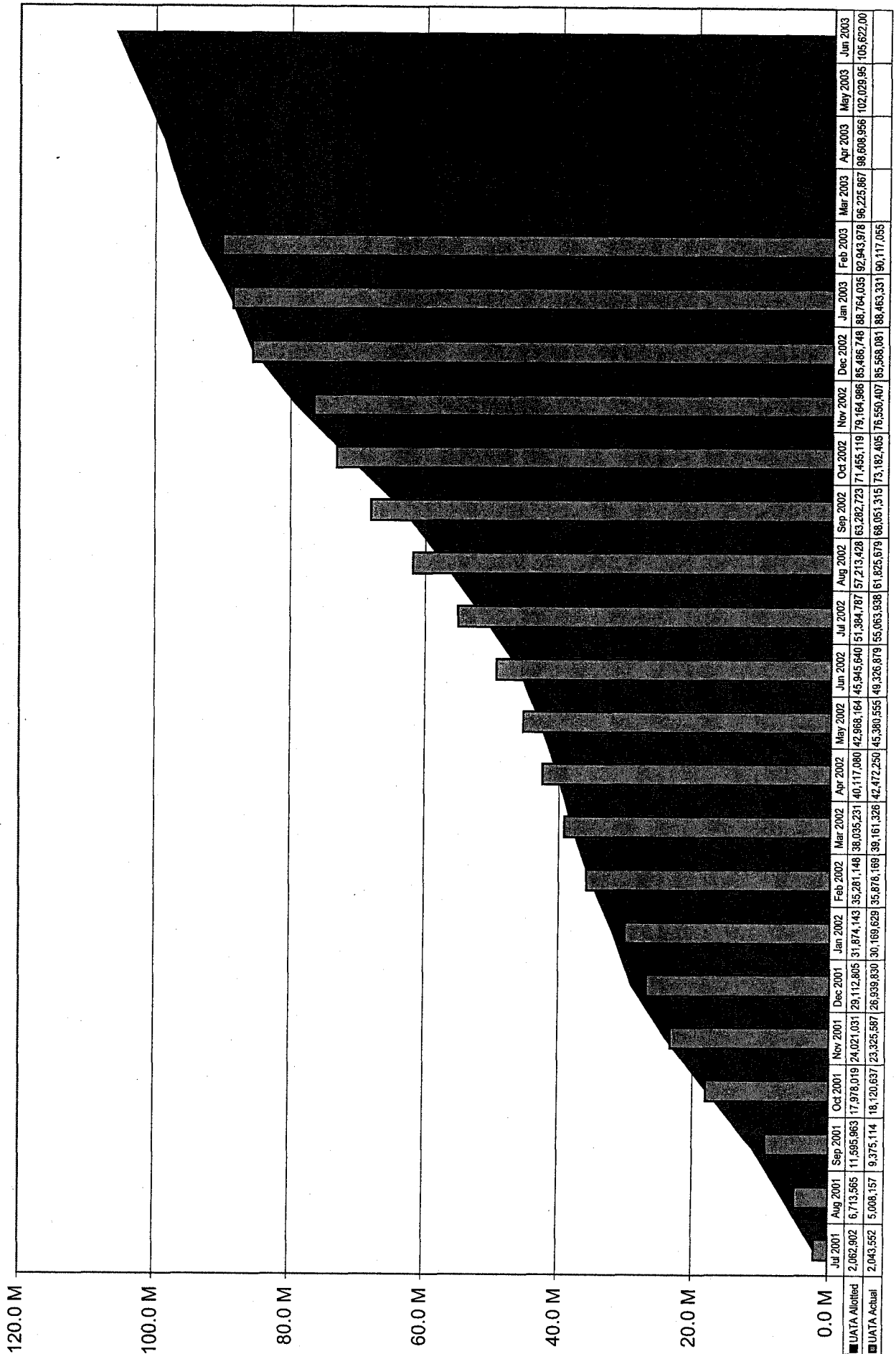
| Account                                | Expenditures       | Appropriation      | Appropriation Balance | Account Balance   | Approved Funds Remaining |
|--|--------------------|--------------------|-----------------------|-------------------|--------------------------|
| Arterial Improvement Program           | 62,036,432         |                    |                       |                   | 45,645,288               |
| City Hardship Assistance Program       | 732,428            |                    |                       |                   | 56,782                   |
| Pedestrian Safety and Mobility Program | 8,486,499          |                    |                       |                   | 2,935,841                |
| Small City Program                     | 18,861,696         |                    |                       |                   | 6,167,287                |
| <b>UATA TOTAL</b>                      | <b>90,117,055</b>  | <b>105,622,000</b> | <b>15,504,945</b>     | <b>10,668,065</b> | <b>54,805,198</b>        |
| Transportation Partnership Program     | 88,337,473         |                    |                       |                   | 54,888,725               |
| <b>TIA TOTAL</b>                       | <b>88,337,473</b>  | <b>130,456,000</b> | <b>42,118,527</b>     | <b>12,256,255</b> | <b>54,888,725</b>        |
| UATA                                   | 1,255,601          | 1,561,354          | 305,753               |                   |                          |
| TIA                                    | 1,254,991          | 1,560,330          | 305,339               |                   |                          |
| <b>ADMINISTRATION</b>                  | <b>2,510,592</b>   | <b>3,121,684</b>   | <b>611,092</b>        |                   |                          |
| <b>TOTAL</b>                           | <b>180,965,121</b> | <b>239,199,684</b> | <b>58,234,563</b>     | <b>22,924,321</b> | <b>109,693,923</b>       |

|                             |                  |
|-----------------------------|------------------|
| A- Salary and Wages         | 1,736,290        |
| B - Employee Benefits       | 310,955          |
| E - Goods and Services      | 365,476          |
| G - Travel                  | 97,871           |
| J - Capital Outlays         | 0                |
| <b>ADMINISTRATION TOTAL</b> | <b>2,510,592</b> |

**2001-03 Transportation Improvement Account (TIA)  
Transportation Partnership Program (TPP)  
Allotted vs. Actuals**

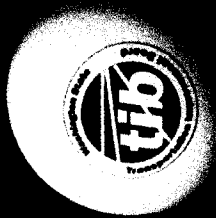


# 2001-03 Urban Arterial Trust Account (UATA) Allotted vs. Actuals



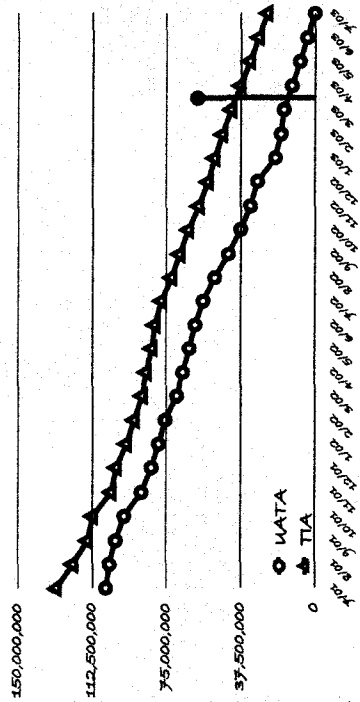


# Financial Report End of Biennium

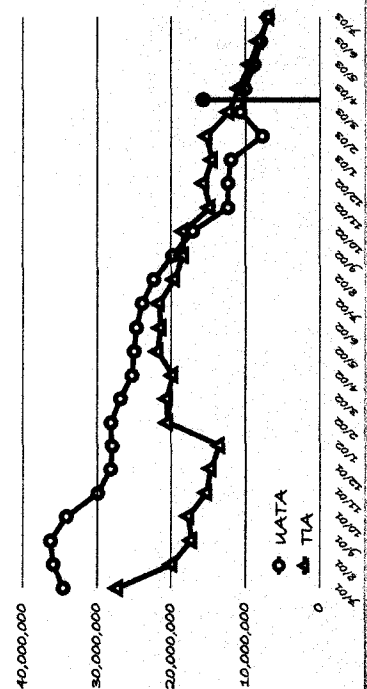


March 28, 2003

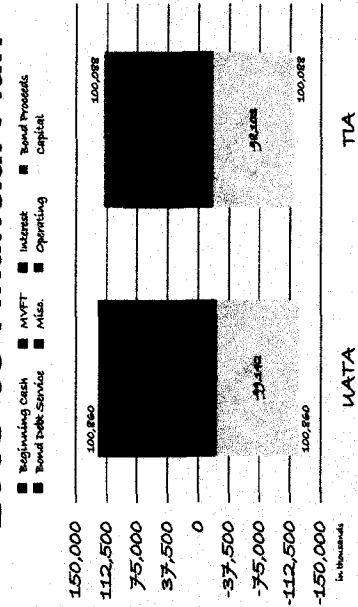
## Appropriation Balance



## Cash Balance

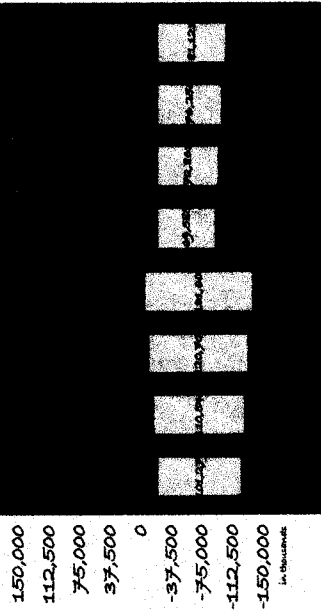


## 2003-05 Financial Plan



## Long-Range Financial Outlook

■ Beginning cash ■ MVPT ■ Interest ■ Bond Proceeds  
■ Bond debt service ■ Miles ■ Operating ■ Capital



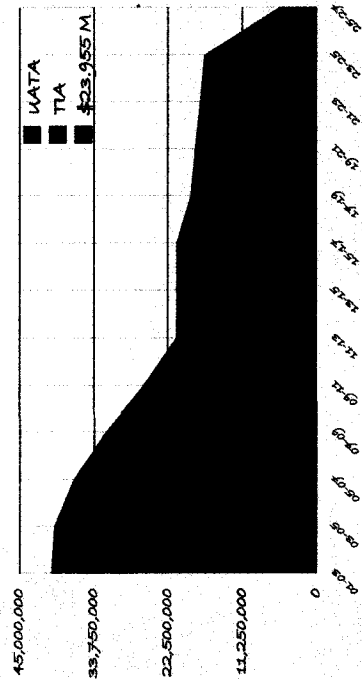
5

## Long-Range Influences

- Change in Bond Debt Service
  - TIA bond sales scheduled for January (\$10 M) and July 2004 (\$13.955 M)
  - WATA Series III-H refinanced (\$420,363 savings)
- March 2003 revenue forecast for 03-05
  - WATA: \$777,771 decline
  - TIA: \$575,609 decline
- Program Sizes
  - Declining revenue forecast means smaller FY 2005 programs

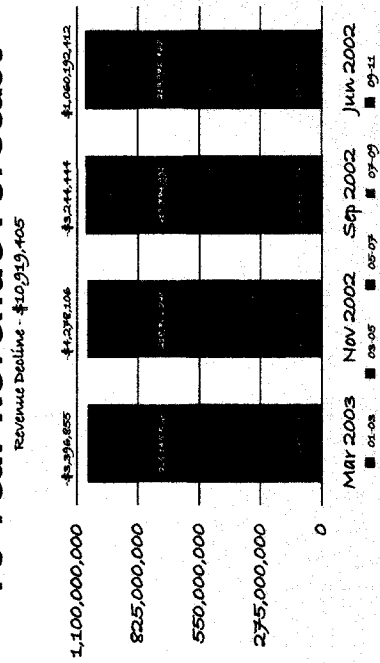
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## Bond Debt Service



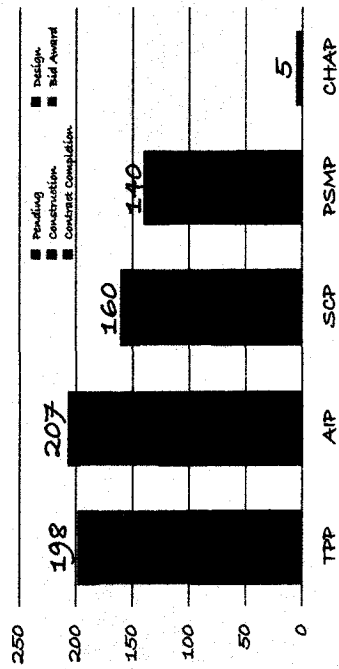
7

## 10 Year Revenue Forecast



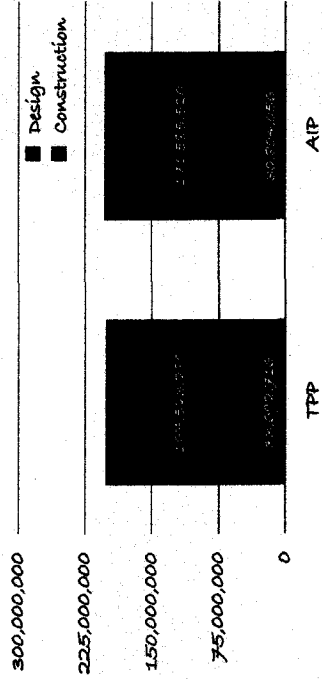
8

## Project Inventory



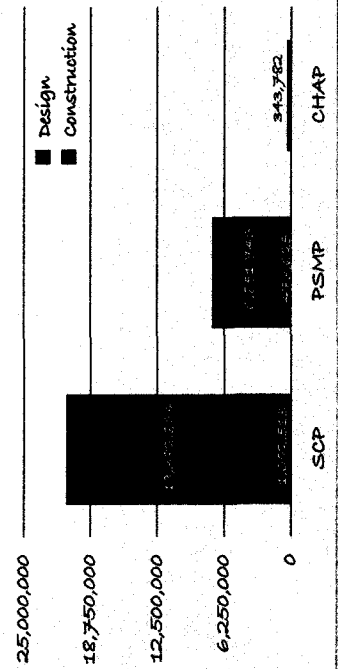
9

## Remaining Commitments by Phase Urban Programs



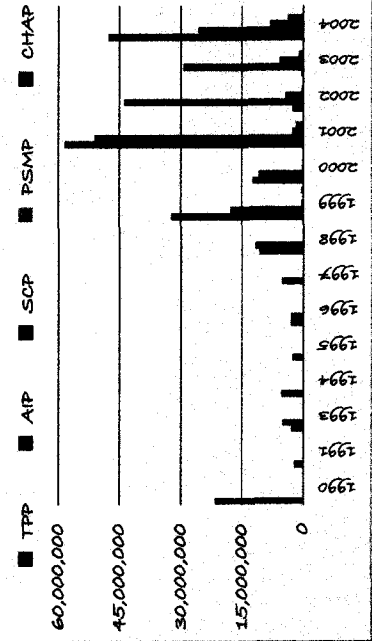
10

## Remaining Commitments by Phase Small City Programs



11

## Remaining Reimbursement by Fund Series



12



Mission: TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services

|                                    | Goals  | Targets  | Initiatives |           |       |      |       |      |  |
|------------------------------------|--|--|-------------|-----------|-------|------|-------|------|--|
| Financial and Social Costs         | TIB prudently manages its resources to ensure reliable, ongoing funding for local government project                             | <table><caption>% of funds going to capital program</caption><thead><tr><th>Quarter</th><th>Value</th></tr></thead><tbody><tr><td>Qtr 1</td><td>97.5</td></tr><tr><td>Qtr 2</td><td>95</td></tr></tbody></table>                     | Quarter     | Value     | Qtr 1 | 97.5 | Qtr 2 | 95   | <ul style="list-style-type: none"><li>Develop long term modeling for program development</li><li>Develop allocation resource guidelines</li></ul>  |
| Quarter                            | Value  |  |             |           |       |      |       |      |  |
| Qtr 1                              | 97.5   |  |             |           |       |      |       |      |  |
| Qtr 2                              | 95   |  |             |           |       |      |       |      |  |
| Value/Benefit of Service           | TIB funds high quality project that support priority community objectives statewide  | <table><caption>Societal benefit due to accident reduction</caption><thead><tr><th>Quarter</th><th>Value (M)</th></tr></thead><tbody><tr><td>Qtr 1</td><td>20.0</td></tr><tr><td>Qtr 2</td><td>22.5</td></tr></tbody></table>        | Quarter     | Value (M) | Qtr 1 | 20.0 | Qtr 2 | 22.5 | <ul style="list-style-type: none"><li>Revise criteria using data gathered from completed projects</li><li>Meet with agencies to identify possible new funding programs</li><li>Leverage programs offered by other state agencies</li></ul>               |
| Quarter                            | Value (M)  |  |             |           |       |      |       |      |  |
| Qtr 1                              | 20.0   |  |             |           |       |      |       |      |  |
| Qtr 2                              | 22.5   |  |             |           |       |      |       |      |  |
| Customer and Constituents          | Satisfied customers who support and advocate for TIB's programs  | <table><caption>Number of projects moving as a result of TIB's assistance</caption><thead><tr><th>Quarter</th><th>Value</th></tr></thead><tbody><tr><td>Qtr 1</td><td>10</td></tr><tr><td>Qtr 2</td><td>15</td></tr></tbody></table> | Quarter     | Value     | Qtr 1 | 10   | Qtr 2 | 15   | <ul style="list-style-type: none"><li>Develop e-services for streamlined customer interaction</li><li>Implemented an agency contact program</li><li>Develop a communication plan covering press releases, press events and conferences</li></ul>         |
| Quarter                            | Value  |  |             |           |       |      |       |      |  |
| Qtr 1                              | 10   |  |             |           |       |      |       |      |  |
| Qtr 2                              | 15   |  |             |           |       |      |       |      |  |
| Internal Process                   | Customer Driven  | <table><caption>% of customers who believe TIB is customer oriented</caption><thead><tr><th>Quarter</th><th>Value</th></tr></thead><tbody><tr><td>Qtr 1</td><td>85</td></tr><tr><td>Qtr 2</td><td>90</td></tr></tbody></table>       | Quarter     | Value     | Qtr 1 | 85   | Qtr 2 | 90   | <ul style="list-style-type: none"><li>Continue to reduce the number of project milestones while maintaining accountability</li><li>Develop a document management program</li><li>Reduce the cost of handling a transaction by using e-services</li></ul> |
| Quarter                            | Value  |  |             |           |       |      |       |      |  |
| Qtr 1                              | 85   |  |             |           |       |      |       |      |  |
| Qtr 2                              | 90   |  |             |           |       |      |       |      |  |
| Organizational Learning and Growth | To sustain a working environment that attracts, retains, and develops committed employees who share in the success of the agency | <table><caption>% of staff who have completed FY 2003 training plan</caption><thead><tr><th>Quarter</th><th>Value</th></tr></thead><tbody><tr><td>Qtr 1</td><td>72.5</td></tr><tr><td>Qtr 2</td><td>77.5</td></tr></tbody></table>   | Quarter     | Value     | Qtr 1 | 72.5 | Qtr 2 | 77.5 | <ul style="list-style-type: none"><li>Assess future training needs</li><li>Establish safety program</li><li>Increase communication/dialogue within organization</li></ul>  |
| Quarter                            | Value  |  |             |           |       |      |       |      |  |
| Qtr 1                              | 72.5   |  |             |           |       |      |       |      |  |
| Qtr 2                              | 77.5   |  |             |           |       |      |       |      |  |



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID                               | Agency<br>Project Description  | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|--|--|---------|---------------------|-----------------------|------------------------|
| <b>AIP Projects</b>                      |  |         |                     |                       |                        |
| <b>Actions by the Executive Director</b> |  |         |                     |                       |                        |
| 8-1-105(031)-1                           | AUBURN<br>West Valley Hwy<br>SR 18 N Peasley Canyon Rd to South C/L              | AIP     | Design              | 232,280               | 0                      |
| 8-1-136(003)-1                           | BONNEY LAKE<br>Old Sumner-Buckley Hwy<br>Church Lake Road & Locust Intersections | AIP     | Construction        | 467,500               | 0                      |
| 8-2-159(009)-1                           | BURLINGTON<br>Greenleaf Avenue<br>Spruce St to Anacortes St                      | AIP     | Final Voucher       | 407,903               | 0                      |
| 8-1-204(003)-1                           | COVINGTON<br>SE 256th Street<br>164th Ave SE to 168th Ave SE                     | AIP     | Design              | 1,520,900             | 0                      |
| 8-1-134(009)-1                           | FIFE<br>Pacific Hwy East<br>Wapato Creek to Willows Rd                           | AIP     | Contract Completion | 204,197               | 0                      |
| 8-1-111(014)-1                           | KIRKLAND<br>Juanita Dr NE<br>98th Ave NE to West City Limits                     | AIP     | Contract Completion | 1,472,609             | 0                      |
| 8-2-155(007)-1                           | MOUNT VERNON<br>Kincaid Street<br>3rd Street to I-5                              | AIP     | Final Voucher       | 446,083               | 0                      |
| 8-2-158(007)-1                           | POULSBO<br>Finn Hill Road<br>Viking Ave to SR 3 Off Ramp                         | AIP     | Construction        | 743,400               | 0                      |
| 8-2-126(007)-1                           | SEDRO WOOLLEY<br>Trail Rd<br>SR 20 to Cook Road                                  | AIP     | Audit               | 964,032               | 0                      |
| 8-5-194(009)-1                           | SHELTON<br>Northcliff Road<br>North 13th to Moore Hill                           | AIP     | Design              | 31,750                | 0                      |
| 8-1-031(007)-1                           | SNOHOMISH COUNTY<br>148th St SW<br>SR99 to 52nd Ave W                            | AIP     | Construction        | 1,694,920             | 0                      |
| 8-1-133(001)-1                           | STEILACOOM<br>Military Rd/Stevens St<br>South Town Limits to Lexington St        | AIP     | Design              | 258,700               | 0                      |



**Transportation Improvement Board**  
**Project Actions**  
 All TIB Funding Programs  
 From 01/01/2003 to 02/28/2003

| Project ID                             | Agency<br>Project Description  | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|--|--|---------|---------------------|-----------------------|------------------------|
| 8-1-131(005)-1                         | SUMNER<br>West Valley Hwy/Valley Ave E<br>1000' of West Valley Hwy and 1200' of Valley Ave E | AIP     | Design              | 274,500               | 0                      |
| 8-5-034(013)-1                         | THURSTON COUNTY<br>Yelm Highway (Design & ROW Only)<br>Henderson Avenue to Rich Road         | AIP     | Design              | 1,300,000             | 0                      |
| 8-5-196(012)-1                         | TUMWATER<br>Cleveland Ave / Yelm Highway<br>South Street to Henderson Blvd                   | AIP     | Contract Completion | 2,147,528             | 27,836                 |
| 8-4-039(016)-2                         | YAKIMA COUNTY<br>72nd Avenue<br>Mead Ave to Washington Ave                                   | AIP     | Contract Completion | 548,480               | 39,190                 |
| <b>Executive Director Change Total</b> |  |         |                     |                       | <b>67,026</b>          |
| <b>AIP Change Total</b>                |  |         |                     |                       | <b>67,026</b>          |

**PSMP Projects**

**Actions by the Executive Director**

|                |  |      |              |         |       |
|----------------|--|------|--------------|---------|-------|
| P-P-144(P02)-1 | BRIER<br>Old Poplar Way<br>228th St SW to Brier Rd                     | PSMP | Construction | 126,000 | 0     |
| P-P-125(P05)-1 | BURIEN<br>SW 152nd St/21st Ave SW<br>22nd Ave SW to SW 153rd St        | PSMP | Construction | 150,000 | 0     |
| 6-W-979(P02)-1 | CATHLAMET<br>SR 409/Main Street<br>SR 4 to 100 Main Street             | PSMP | Bid Award    | 78,040  | 3,040 |
| P-W-006(P04)-1 | CLARK COUNTY<br>NW/NE 149th Street<br>NW 21st Avenue to NE 10th Avenue | PSMP | Construction | 150,000 | 0     |
| P-E-908(P04)-1 | COLTON<br>Steptoe Street<br>Vulcan Street to Fountain St               | PSMP | Design       | 7,500   | 0     |
| P-E-856(P05)-1 | COULEE CITY<br>Main Street<br>3rd St to Adams St                       | PSMP | Construction | 54,815  | 0     |
| P-P-204(P03)-1 | COVINGTON<br>Wax Rd<br>SE 272nd St to Covington Elementary             | PSMP | Construction | 150,000 | 0     |



# Transportation Improvement Board

## *Project Actions*

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID     | Agency<br>Project Description  | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|----------------|--|---------|---------------------|-----------------------|------------------------|
| P-E-870(P06)-1 | DAVENPORT<br>Sixth Street<br>Merriam St to Washington St                                 | PSMP    | Construction        | 44,091                | 0                      |
| 6-P-802(P03)-1 | DUVALL<br>Main St<br>NE Ring to NE Valley  | PSMP    | Construction        | 78,084                | 6,834                  |
| P-W-969(P02)-1 | ILWACO<br>Elizabeth Avenue<br>Howerton Way to Spruce Street (SR 101)                     | PSMP    | Construction        | 57,650                | 0                      |
| P-P-199(P04)-1 | LAKEWOOD<br>Lakewood Dr SW (East Side)<br>100th St SW to Steilacoom Blvd SW              | PSMP    | Construction        | 150,000               | 0                      |
| P-P-199(P05)-1 | LAKEWOOD<br>Lakewood Dr SW (West Side)<br>100th St SW to Steilacoom Blvd SW              | PSMP    | Construction        | 150,000               | 0                      |
| P-E-850(P05)-1 | LEAVENWORTH<br>Birch Street<br>Central Ave to Price Ave                                  | PSMP    | Construction        | 68,804                | 0                      |
| P-E-928(P02)-1 | MESA<br>May Avenue<br>Farrell St to Peabody Ave & School Pathway                         | PSMP    | Design              | 7,700                 | 0                      |
| P-W-962(P02)-1 | MOSSYROCK<br>Williams Street<br>State Street to Hope Street                              | PSMP    | Contract Completion | 92,649                | 6,021                  |
| 8-2-155(P09)-1 | MOUNT VERNON<br>Third Street Sidewalks<br>Kincaid Street to Division Street              | PSMP    | Audit               | 100,000               | 0                      |
| 8-2-155(P11)-1 | MOUNT VERNON<br>LaVenture Rd Sidewalk Improvements<br>College Way (SR538) to Kulshan Ave | PSMP    | Audit               | 100,000               | 4,003                  |
| P-W-155(P01)-1 | MOUNT VERNON<br>North LaVenture Rd<br>Jacqueline Place to Kulshan Ave                    | PSMP    | Contract Completion | 66,398                | 4,562                  |
| P-W-155(P02)-1 | MOUNT VERNON<br>East Fir St<br>Addison Place to North 30th St                            | PSMP    | Contract Completion | 118,850               | 21,535                 |
| 6-E-944(P02)-1 | NACHES<br>Naches Ave<br>3rd St to 4th St   | PSMP    | Final Voucher       | 9,487                 | 0                      |



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID     | Agency<br>Project Description   | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|----------------|---|---------|---------------------|-----------------------|------------------------|
| 6-W-958(P03)-1 | OAKVILLE<br>Main Street<br>Park Street to Temple Street                       | PSMP    | Final Voucher       | 95,921                | 1,243                  |
| P-P-027(P02)-1 | PIERCE COUNTY<br>112th St S<br>Alaska St S to Sheridan Ave S                  | PSMP    | Construction        | 150,000               | 0                      |
| P-E-898(P02)-1 | ROCKFORD<br>First St (SR 278)<br>Town Park to C St                            | PSMP    | Construction        | 99,631                | 0                      |
| P-E-917(P02)-1 | ROSALIA<br>Josephine St<br>5th St to 7th St                                   | PSMP    | Design              | 11,000                | 0                      |
| P-P-135(P02)-1 | RUSTON<br>Various Locations<br>Town Limits                                    | PSMP    | Construction        | 99,000                | 0                      |
| P-E-165(P03)-1 | SPOKANE<br>Thurston Ave<br>Crestline St to Regal St                           | PSMP    | Construction        | 94,217                | 0                      |
| P-P-824(P07)-1 | SULTAN<br>1st St<br>Alder Ave to Trout Farm Rd                                | PSMP    | Construction        | 99,750                | 0                      |
| 9-P-128(P14)-1 | TACOMA<br>N Orchard St Sidewalks<br>N 21st Street to N 30th Street            | PSMP    | Final Voucher       | 87,228                | -12,772                |
| 9-P-128(P15)-1 | TACOMA<br>South 19th Street Sidewalks<br>S Bennett St to S Vassault St        | PSMP    | Contract Completion | 51,295                | -2,989                 |
| P-E-854(P02)-1 | WATERVILLE<br>Central Business District Sidewalk Improvements                 | PSMP    | Construction        | 99,288                | 0                      |
| P-W-954(P03)-1 | WOODLAND<br>2nd, 3rd, 4th, 5th, Park and Buckeye Streets<br>Various Locations | PSMP    | Design              | 10,500                | 0                      |
| P-W-951(P05)-1 | YACOLT<br>West Hoag Street<br>South Railroad Avenue W to South Parcel Avenue  | PSMP    | Design              | 9,860                 | 0                      |

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|  |               |
|--|---------------|
| <b>Executive Director Change Total</b> | <b>31,477</b> |
|--|---------------|

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|                          |               |
|--------------------------|---------------|
| <b>PSMP Change Total</b> | <b>31,477</b> |
|--------------------------|---------------|

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SCP Projects





# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID                               | Agency<br>Project Description   | Program | Current Phase | Approved<br>TIB Funds | Change in<br>TIB Funds |
|--|---|---------|---------------|-----------------------|------------------------|
| <b>Actions by the Executive Director</b> |   |         |               |                       |                        |
| 6-W-837(007)-1                           | BLAINE<br>Marine Dr<br>Peace Portal Dr to Lift Station #1                           | SCP     | Design        | 43,000                | 0                      |
| 6-E-876(003)-1                           | BREWSTER<br>Main Ave<br>7th St to 3rd St  | SCP     | Design        | 39,585                | 0                      |
| 6-W-979(003)-1                           | CATHLAMET<br>Una Street<br>Butler Street to 3rd Street                              | SCP     | Bid Award     | 246,421               | -60,296                |
| 6-E-848(103)-1                           | CHELAN<br>Lakeside Vicinity Sidewalk<br>SR 97 MP 232.08 to Water Street             | SCP     | Final Voucher | 5,228                 | -2,223                 |
| 6-P-811(003)-1                           | EATONVILLE<br>Orchard Ave N<br>Center St to Lynch St                                | SCP     | Design        | 47,500                | 0                      |
| 6-W-859(001)-1                           | GRAND COULEE<br>Burdin Blvd<br>SR 174 to Second St                                  | SCP     | Design        | 24,350                | 0                      |
| 6-P-820(001)-1                           | GRANITE FALLS<br>East Stanley St<br>Granite Ave to Kentucky Ave                     | SCP     | Construction  | 500,000               | 0                      |
| 6-E-871(105)-1                           | HARRINGTON<br>Sherlock Street<br>4th Street to 1st Street                           | SCP     | Bid Award     | 80,961                | 0                      |
| 6-E-852(005)-1                           | MANSFIELD<br>Wall (Fifth) Avenue<br>Main St to Railroad Ave                         | SCP     | Construction  | 843,451               | 0                      |
| 6-W-957(B03)-1                           | MONTESANO<br>Sylvia Creek Bridge Replacement  | SCP     | Design        | 6,000                 | 52,000                 |
| 6-W-963(003)-1                           | NAPAVINE<br>Stella Street/Forest Napavine Road<br>NE 2nd Avenue to East City Limits | SCP     | Bid Award     | 446,543               | -59,549                |
| 6-W-959(B01)-1                           | OCEAN SHORES<br>Point Brown Bridge<br>Point Brown Avenue                            | SCP     | Construction  | 360,000               | 110,000                |
| 6-E-881(101)-1                           | OKANOGAN<br>Oak Street/Van Duyn Road<br>Oak St Bridge to North City Limits          | SCP     | Bid Award     | 28,477                | 0                      |



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 01/01/2003 to 02/28/2003

| Project ID                             | Agency<br>Project Description  | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|--|--|---------|---------------------|-----------------------|------------------------|
| 6-E-845(I02)-1                         | RITZVILLE<br>Pioneer Plaza Washington Street<br>Railroad Avenue to Main Avenue | SCP     | Bid Award           | 11,135                | -55                    |
| 6-E-874(001)-1                         | SPRAGUE<br>Second Street<br>B Street to E Street                               | SCP     | Final Voucher       | 318,979               | -17,129                |
| 6-E-938(004)-1                         | WAITSBURG<br>Coppei Ave/Preston Ave (SR 12)<br>S of 9th Street to Preston Ave  | SCP     | Construction        | 341,686               | 0                      |
| 6-W-951(I02)-1                         | YACOLT<br>North Amboy Avenue Sidewalk<br>West Yacolt Road to North City Limit  | SCP     | Contract Completion | 15,354                | -8,811                 |
| 6-W-978(005)-1                         | YELM<br>Stevens Avenue<br>First Street to 400' east of Fourth Street           | SCP     | Construction        | 500,000               | 0                      |
| 6-E-947(001)-1                         | ZILLAH<br>Cheyne Road<br>1st Avenue to North City Limits                       | SCP     | Final Voucher       | 343,996               | 90,330                 |
| <b>Executive Director Change Total</b> |  |         |                     |                       | <b>104,267</b>         |

## Actions by the Board

|                |  |     |              |         |         |
|----------------|--|-----|--------------|---------|---------|
| 6-E-934(I02)-1 | BINGEN<br>SR 14<br>Hood River Bridge to East City Limits     | SCP | Construction | 389,000 | 189,000 |
| 6-E-926(N04)-1 | CONNELL<br>Elm Street Overlay<br>Ford to 7th                 | SCP | Construction | 91,000  | 91,000  |
| 6-W-827(N07)-1 | COUPEVILLE<br>Citywide Arterial Overlay<br>Various Locations | SCP | Construction | 392,000 | 392,000 |
| 6-E-870(N05)-1 | DAVENPORT<br>Citywide Arterial Overlay                       | SCP | Construction | 321,000 | 321,000 |
| 6-E-931(N02)-1 | KITTITAS<br>Citywide Arterial Overlay                        | SCP | Construction | 396,000 | 396,000 |
| 6-E-843(N03)-1 | LIND<br>Citywide Arterial Overlay                            | SCP | Construction | 320,000 | 320,000 |



# Transportation Improvement Board

## Project Actions

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID                | Agency<br>Project Description                                       | Program | Current Phase | Approved<br>TIB Funds | Change in<br>TIB Funds |
|---------------------------|---|---------|---------------|-----------------------|------------------------|
| 6-E-886(N02)-1            | TWISP<br>Wagner St Overlay<br>North City Limit to Southern Terminus | SCP     | Construction  | 175,000               | 175,000                |
| 6-E-936(N04)-1            | WHITE SALMON<br>Citywide Arterial Overlay                           | SCP     | Construction  | 305,000               | 305,000                |
| <b>Board Change Total</b> |   |         |               |                       | <b>2,189,000</b>       |
| <b>SCP Change Total</b>   |   |         |               |                       | <b>2,293,267</b>       |

### TPP Projects

#### Actions by the Executive Director

|                |  |     |                     |           |         |
|----------------|--|-----|---------------------|-----------|---------|
| 9-P-113(006)-1 | FEDERAL WAY<br>Pacific Highway South (SR-99)<br>Dash Point Road to South 284th Street          | TPP | Design              | 1,800,000 | 0       |
| 9-P-106(001)-1 | KENT<br>192/196/200 St Corridor<br>W Valley Hwy to E Valley Hwy                                | TPP | Contract Completion | 4,966,233 | 0       |
| 9-P-106(001)-2 | KENT<br>192/196/200 Street Corridor Stage 2<br>West Valley Highway to East Valley Highway      | TPP | Contract Completion | 1,293,051 | 0       |
| 9-P-106(008)-1 | KENT<br>South 228th St<br>54th Ave S to SR 516 (Kent-Des Moines Rd)                            | TPP | Design              | 976,500   | 0       |
| 9-P-113(005)-5 | KING COUNTY<br>Pacific Highway South (Design Only)<br>South 272nd Street to South 284th Street | TPP | Final Voucher       | 300,000   | 0       |
| 9-W-197(002)-1 | LACEY<br>Marvin Road (SR 510), Stage 1<br>Quinalt Drive to Hogum Bay Road                      | TPP | Final Voucher       | 4,455,678 | 252,007 |
| 9-W-197(004)-1 | LACEY<br>Pacific Ave SE/Lacey Blvd SE One-Way Couplet<br>Selma St SE to 1000' w/o Carpenter Rd | TPP | Bid Award           | 1,514,725 | 193,200 |
| 9-P-031(006)-4 | MILL CREEK<br>SR 527<br>164th St to 132nd St   | TPP | Construction        | 1,879,106 | 0       |
| 9-P-027(106)-1 | PIERCE COUNTY<br>Spanaway Loop Road<br>14th Avenue South to Coffee Creek Vicinity              | TPP | Final Voucher       | 72,283    | -12,065 |



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 01/01/2003 to 02/28/2003

| Project ID                      | Agency<br>Project Description   | Program | Current Phase       | Approved<br>TIB Funds | Change in<br>TIB Funds |
|---------------------------------|---|---------|---------------------|-----------------------|------------------------|
| 9-W-150(001)-1                  | PORT ANGELES<br>Lauridsen Blvd/Edgewood Drive<br>L Street to Edgewood Dr        | TPP     | Contract Completion | 1,201,409             | 42,431                 |
| 9-P-102(007)-1                  | RENTON<br>Renton Transit Signal Priority Stage 1<br>ATM System                  | TPP     | Bid Award           | 144,943               | -23,841                |
| 9-P-102(007)-2                  | RENTON<br>Transit Signal Priority Stage 2<br>Video Traffic Surveillance         | TPP     | Bid Award           | 61,760                | 8,056                  |
| 9-P-102(008)-1                  | RENTON<br>Downtown Transit Center Access<br>Burnett Ave S. 2nd St to S. 4th St. | TPP     | Contract Completion | 246,558               | -72,336                |
| 9-P-031(002)-5                  | SNOHOMISH COUNTY<br>164th Street<br>Spruce Way to Ash Way                       | TPP     | Construction        | 4,263,550             | 0                      |
| 9-E-165(012)-1                  | SPOKANE<br>Monroe Street<br>South Approach to Bridge Ave                        | TPP     | Construction        | 2,000,000             | 0                      |
| 9-E-180(001)-3                  | YAKIMA<br>Yakima Gateway Stage 3<br>I-82 Interchange to City Arterials          | TPP     | Contract Completion | 317,189               | 0                      |
| Executive Director Change Total |   |         |                     |                       | 387,452                |
| TPP Change Total                |   |         |                     |                       | 387,452                |
| Total Change                    |   |         |                     |                       | 2,779,222              |

# Sidewalk Deviation Request Staff Review Transportation Partnership Program (TPP)

**Board Meeting Date:** March 28, 2003

|                |  |                    |            |
|----------------|--|--------------------|------------|
| REGION         | West   | FUNDING YEAR       | FY 2001    |
| LEAD AGENCY    | VANCOUVER  | PROPOSED BID AWARD | Jun 2003   |
| PROJECT NUMBER | 9-W-184(010)-3   | PROJECT LENGTH     | 0.70 miles |
| PROJECT NAME   | SE 192nd Avenue Corridor (Stage 3)<br>SE 41st Street to SR 14 Intersection | AADT               | 0          |
|                |  | FUNCT CLASS        | Principal  |
|                |  | VE STUDY           | Completed  |
| CURRENT PHASE  | <b>Design Phase</b> approved on March 22, 2000                             |                    |            |

| Phase        | TIB Funds                             | Local Funds        | Total Cost          |
|--------------|---------------------------------------|--------------------|---------------------|
| DESIGN       | Funds to be approved for Design       | 0                  | 1,250,000           |
|              | Funds to be approved for Right of Way | 2,781,600          | 3,318,400           |
| CONSTRUCTION | Funds estimated for Construction      | 4,235,818          | 8,834,218           |
|              | <b>TOTAL</b>                          | <b>\$7,380,000</b> | <b>\$16,184,218</b> |

|                  |      |                         |       |
|------------------|------|-------------------------|-------|
| NONELIGIBLE COST | \$ 0 | TIB REIMBURSEMENT RATIO | 49.4% |
|------------------|------|-------------------------|-------|

|                     |  |
|---------------------|--|
| LOCAL MATCH         | Vancouver \$3,556,718; FHWA High Priority Demo \$2,000,000; Vancouver TIF \$1,186,000; Clark County TIF \$1,014,000; City of Camas TIF \$1,001,000; Vancouver Water/Sewer \$46,500   |
| EXISTING FACILITIES | This is a new road on a new alignment. It is the southward continuation of SE 192nd Avenue.  |
| PROPOSED WORK       | This is Stage 3 of a four stage project. Stages 2 and 4 were constructed without TIB funds and have been completed. This project will construct four through travel lanes with single or double left turn lanes at the various intersections. This project will include bicycle lanes and a multi-use path on one side of the roadway. The project includes illumination, storm water drainage, traffic signals and sound walls.   |
| DISCUSSION          | <p>The city is requesting a deviation to build a 10-foot wide pathway separated from the curb by 6-feet on the east side of the roadway instead of the required 5-foot wide sidewalk on both sides of the roadway:</p> <ul style="list-style-type: none"> <li>• This section of the roadway has rural characteristics with no future plans for residential or commercial development due to the wetlands.</li> <li>• There are no significant pedestrian generators between SE 41<sup>st</sup> Street and the SR 14 interchange.</li> <li>• No pedestrian facilities were constructed on the SE 192<sup>nd</sup> Avenue/SR 14 interchange overcrossing. This stage of the project ends at Brady Road, just north of the limited-access interchange.</li> </ul> |

- This request will reduce the right-of-way takes through two separate wetlands and reduce the excavation requirements through a major rock cut.
- Project costs are the same as at Design Approval in March 2000.

**STAFF  
RECOMMENDATION**

Staff recommends approval to construct a 10-foot wide pathway on the east side of the roadway instead of the required 5-foot wide sidewalk on both sides of the roadway.

**BOARD ACTION**

- Motion to approve the construction of a single 10-foot pathway instead of the required two 5-foot sidewalks.

Transportation Services  
1300 Franklin Street – 4<sup>th</sup> Floor  
P.O. Box 1995  
Vancouver, WA 98668-1995



Phone: (360) 696-8290  
Fax: (360) 696-8588  
www.ci.vancouver.wa.us

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February 25, 2003

Transportation Improvement Board  
Sidewalk Deviation Review Committee  
Transportation Building  
PO Box 40901  
Olympia, WA. 98504-0901

**RE: City of Vancouver, SE 192nd Avenue Corridor (Stage 3)**  
**9-W-184(010)-3**  
**Sidewalk Deviation Request**

RECEIVED  
FEB 26 2003  
TIB

Dear Board Members:

The City of Vancouver is requesting a deviation from the Transportation Improvement Board Policy Number POL-808, TIB Policy on Sidewalks for the above-referenced project. A portion of this 3400 feet long road project will be constructed with a 10 feet multi-use path along one side of the road instead of the required sidewalks on both sides. As will be explained further in this request, this will reduce right-of-way take through 2 separate wetlands, and reduce the required width of improvements through a major rock cut.

### PROJECT OVERVIEW

SE 192nd Avenue corridor project is approximately 2.6 miles long, begins at NE First Street in the north, and ends at the interchange of State Route 14 and SE 192nd Avenue, which was recently completed by WSDOT. Stage 3 of the Corridor extends from this interchange north to near SE 34th Street. A portion of stage 3 is outside the City of Vancouver City-Limit, in Clark County, and is considered part of their rural area. This sidewalk deviation request is for stage 3. The remainder portion of the Corridor is designed and constructed with a 10 feet multi-use path along the east side, a 6 feet sidewalk on the westside and 5 feet bicycle lanes on both sides of the road. The city of Vancouver is the lead agency for the entire Corridor.

The total length of Stage 3 is 3400 linear feet. Approximately 2100 feet is in the county, and 1300 feet is in the city of Vancouver. The portion of the project to be constructed in the county is outside of the Urban Growth Boundary and is zoned rural. Of this 3400 linear foot project, this deviation request applies for approximately 2200 feet.

We have reviewed the policy statement and the deviation request guidelines, and we will address each item in the deviation request guidelines separately.

## **1. ZONING**

The project moves through three separate zones - Commercial, Multi-Family Residential (R-18), and rural zone with 20 acre minimum lot sizes (UR-20). The exhibit included with this letter shows the different zonings.

Between SE 34th Street and SE 41st Street, the road is in a commercial center zone. When the project passes the intersection with SE 41st Street, it moves into the R-18 zoning. However, this area is mostly wetland, and future development is not feasible at this time.

As the project moves out of the R-18 zone, it also crosses the City of Vancouver/Clark County boundary line, and the Urban Growth Boundary. There's a small section of county property in the UR-20 zoning that is a residential subdivision. SE 192nd Avenue will be west of this subdivision. There will not be a connection between this subdivision and the SE 192nd Avenue roadway.

After passing near the subdivision, the road moves into a mined-out rock quarry, owned by the Washington Department of Transportation. The current zoning in the quarry is UR-20.

## **2. WIDTH**

This proposal would provide the same width of walking surface as the board requires, but with a 10 feet pathway on the east side of the road instead of the required minimum TIB 5 feet sidewalks on both sides of the road. For safety considerations, the pathway will be located 6 feet from the proposed roadway.

## **3. CONNECTIVITY**

The planned commercial and residential development between SE 41st Street and SE 34th Street could generate a significant amount of pedestrian traffic. There will be a 6 feet sidewalk on the west side of SE 192nd Avenue and a 10 feet multi-use path on the east side through this area. There will be full pedestrian access through the intersection, and SE 41st Street will have sidewalks on both sides of the road.

There should not be a significant amount of pedestrian traffic on SE 192nd Avenue south of SE 41st Street. There will be some traffic to a proposed pedestrian overlook above the rock quarry, but there will not be other development along the road corridor before reaching the intersection with Brady Road. WSDOT did not construct sidewalks with the interchange construction, so if sidewalks were extended to Brady Road, they would end at Brady Road. It is anticipated that the multi-use path will eventually be connected to a bicycle trail system.

## **4. SAFETY**

As previously stated, there will be minimal pedestrian traffic south of SE 41st Street. A detached 10 feet multi-use path will be constructed on one side of the road, so there will be pedestrian access for the full length of the project.



## **5. ENVIRONMENTAL CONCERNS**

This project is impacting wetlands in two separate locations, and efforts have been made to reduce the impact to these wetlands. This includes reducing the right-of-way take through the wetlands, and in order to accomplish this, the sidewalk on the west side has been eliminated.

When the road moves across the city/county boundary it enters a section where the road grade is significantly below existing ground - up to 65 feet. This area consists of hard rock, and blasting will be required to remove the rock. Rock anchors and shotcrete facing will be installed on the face. Reducing the right-of-way through this area reduces the amount of excavation and blasting that will be required.

## **6. PUBLIC ACCEPTANCE/RESISTANCE TO R/W TAKES**

Although no public comment has been solicited for this deviation, all public meetings, open houses, and presentations have shown pedestrian access on the east side only, and there have not been any negative comments associated with it.

## **7. LIMITED ACCESS FACILITY**

This project is unique in that, from SE 41st Street all the way to SR 14, there are no residential or commercial properties to be accessed. The multi-use path will connect to another trail to an overlook, but the trail is on the same side of the road as the multi-use path. If there was a sidewalk on the west side, there would not be any way for pedestrians to get across the road to the overlook.

## **8. CURRENT BOARD POLICY**

The current board policy is for sidewalks on both sides of the roadway "in all urban projects". We are requesting to eliminate the sidewalk on one side of the road through a 2200 linear foot section. We will be providing a 10 feet multi-use path on one side of the road, so there will be an equivalent area to the two 5 feet sidewalks for pedestrians, but only on one side of the road. Where the deviation is being requested, there are no developable lands on either side of the road, and there are no intersections or other opportunity for pedestrian crossings throughout the length of the roadway. The reasons for pedestrian travel between SE 41st Street and Brady Road will be limited.

## **9. GENERATORS/DESTINATIONS**

As has been previously stated in this request, there are no generators between SE 41 Street and Brady Road. Eventually development is anticipated for the intersection of Brady Road and SE 192nd Avenue, but the distance to SE 41st Street is about 0.75 mile, and pedestrian travel between these 2 points will be minimal. The 10 feet multi-use path will be sufficient for this traffic, and it also supplies a route to the only pedestrian traffic generator on the route, the pedestrian overlook.

## **10. OBSTRUCTIONS IN WALK**

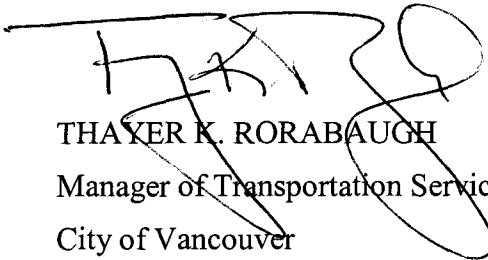
No deviation from this standard is requested. There will be a landscaping strip between the sidewalk or multi-use path and the curb that will accommodate street lights, fire hydrants and other street-side fixtures.

## **11. ADA REQUIREMENTS**

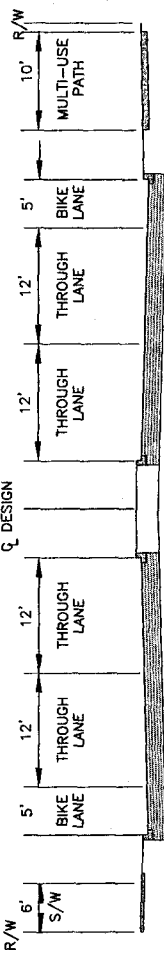
All sidewalks and the multi-use path will comply with ADA requirements. There will be access ramps at all intersections, and sidewalk and pathway grades will conform to requirements.

In summary, we feel a deviation from TIB Policy Number POL-808 is warranted for this project. Pedestrian traffic will be minimal, connectivity at Brady Road is not present for sidewalks, wetlands will be protected, and cost savings can be realized by reducing the amount of rock excavation. Please feel free to call if you would like additional information or clarification.

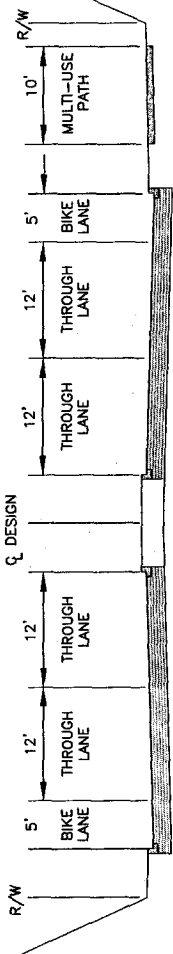
Sincerely,



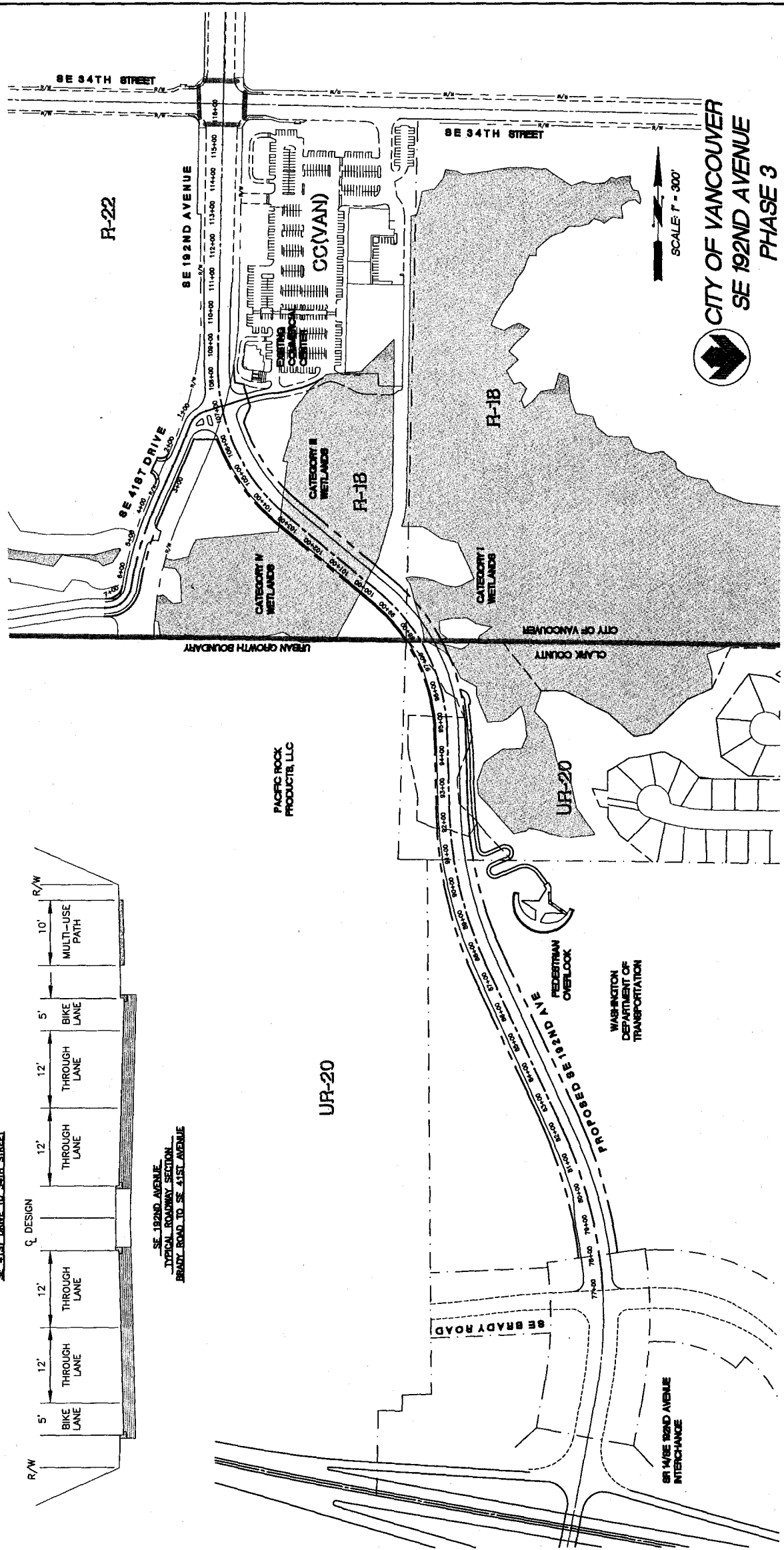
THAYER K. RORABAUGH  
Manager of Transportation Services  
City of Vancouver

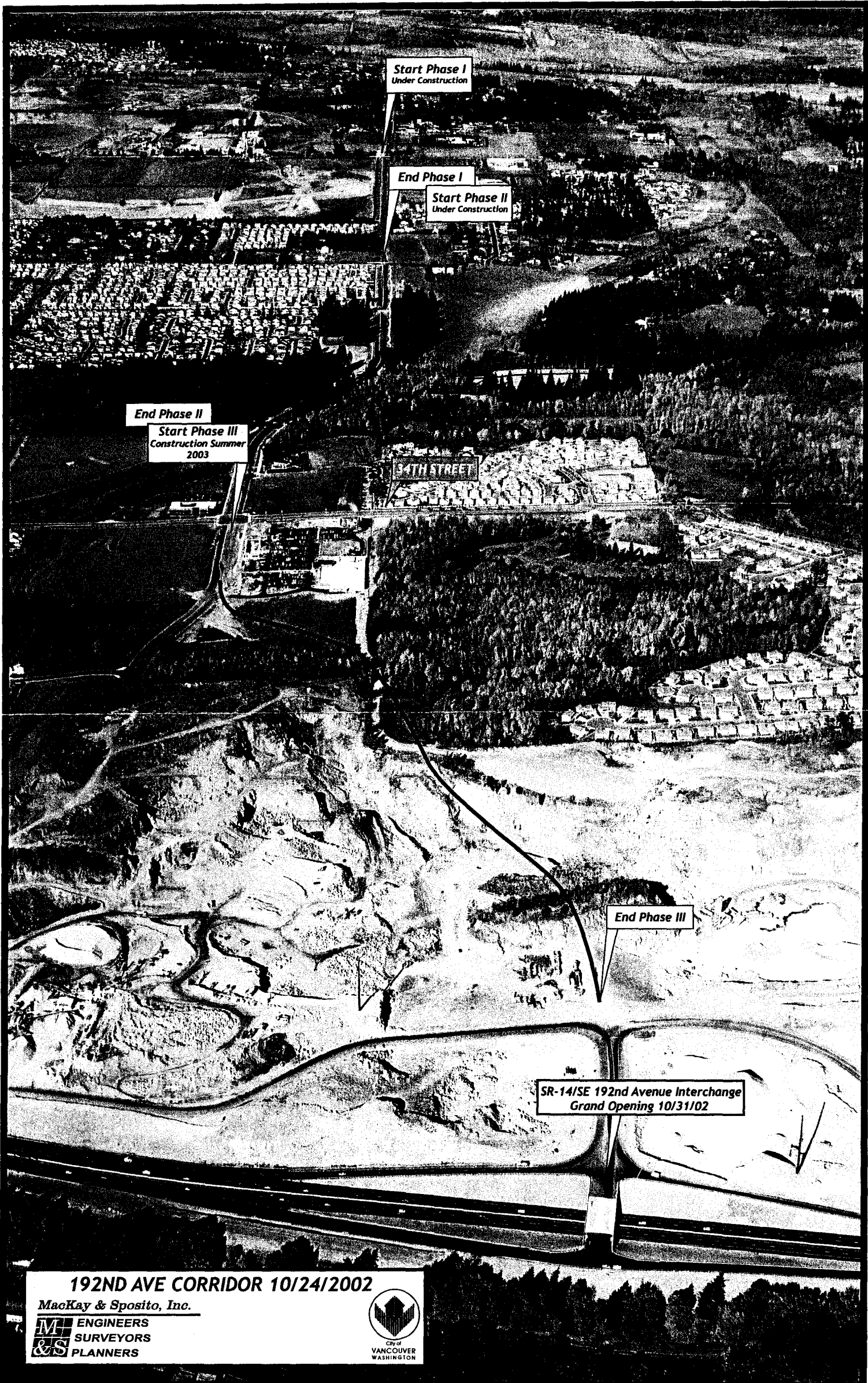


SE 192ND AVENUE  
TYPICAL ROADWAY SECTION  
SE 41ST DRIVE TO SE 34TH STREET



SE 192ND AVENUE  
TYPICAL ROADWAY SECTION  
BRADY ROAD TO SE 41ST AVENUE





Start Phase I  
Under Construction

End Phase I

Start Phase II  
Under Construction

End Phase II

Start Phase III  
Construction Summer  
2003

34TH STREET

End Phase III

SR-14/SE 192nd Avenue Interchange  
Grand Opening 10/31/02

**192ND AVE CORRIDOR 10/24/2002**

MacKay & Sposito, Inc.

**M & S** ENGINEERS  
SURVEYORS  
PLANNERS



# Scope Change Staff Review Transportation Partnership Program (TPP)

Board Meeting Date: March 28, 2003

|                |  |                  |           |
|----------------|--|------------------|-----------|
| REGION         | West                                     | FUNDING YEAR     | FY 1991   |
| LEAD AGENCY    | KITSAP COUNTY                            | PROJECT LENGTH   | 1.0 miles |
| PROJECT NUMBER | 9-W-018(001)-1                           | FUNCT CLASS      | Principal |
| PROJECT NAME   | SR 3 - SR 303 (Waaga Way) I/C<br>Stage 1 | AADT             | 32,933    |
|                |  | VE STUDY         | Complete  |
|                |  | BID AWARD TARGET | June 2004 |

| Phase        |                                  | TIB Funds   | Local Funds | Total Cost  |
|--------------|----------------------------------|-------------|-------------|-------------|
|              | Funds approved for Design        | 565,120     | 0           | 565,120     |
| DESIGN       | Funds approved for Right of Way  | 0           | 400,000     | 400,000     |
| CONSTRUCTION | Funds estimated for Construction | 1,917,160   | 547,554     | 2,464,714   |
|              | TOTALS                           | \$2,482,280 | \$947,554   | \$3,429,834 |

|                  |      |                         |       |
|------------------|------|-------------------------|-------|
| NONELIGIBLE COST | \$ 0 | TIB REIMBURSEMENT RATIO | 72.4% |
|------------------|------|-------------------------|-------|

|             |                           |
|-------------|---------------------------|
| LOCAL MATCH | Kitsap County - \$947,554 |
|-------------|---------------------------|

|                     |  |
|---------------------|--|
| EXISTING FACILITIES | <p>SR-303 (Waaga Way), a 2-lane highway, connects to SR-3, a 4-lane controlled access highway, via four intersections along Kitsap Mall Boulevard: a stop controlled SR-303/Kitsap Mall Boulevard intersection, signalized southbound and northbound SR-3/Kitsap Mall Boulevard ramp terminal intersections, and a signalized Kitsap Mall Boulevard/Randall Way intersection.</p> <p>Lengthy queues develop on the movement from westbound SR-303 to southbound Kitsap Mall Boulevard. The intersections operate at or near capacity during peak periods, suffer poor levels of service, and result in lengthy backups and delays. Projected traffic volumes continue to grow, increasing the capacity shortfalls, resulting in greater delays.</p> <p>The signalized intersection at Kitsap Mall Boulevard and Randall Way directly affects clearing and queuing of the two SR-3 ramp terminal intersections.</p> |
|---------------------|--|

|                  |  |
|------------------|--|
| PROJECT BENEFITS | To improve traffic operations and reduce queuing by increasing capacity. |
|------------------|--|

|               |  |
|---------------|--|
| PROPOSED WORK | <p>The existing description of proposed work is as follows:</p> <ul style="list-style-type: none"> <li>▪ Widen the northbound SR-3 off ramp to Kitsap Mall Boulevard.</li> <li>▪ Construct a direct connection ramp from northbound SR-3 to eastbound SR-303.</li> <li>▪ Relocate the Kitsap Mall Boulevard northbound on-ramp to SR-3.</li> <li>▪ Widen the SR-303 roadway in the vicinity of Clear Creek Road.</li> <li>▪ Widen the Kitsap Mall Boulevard/Clear Creeek Road to accommodate an additional northbound lane.</li> </ul> <p>The County is requesting to change the project scope to the following:</p> |
|---------------|--|

- Widen and channelize SR-303 (Waaga Way) east of Clear Creek Road/Kitsap Mall Boulevard.
- Widen and channelize Kitsap Mall Boulevard between the southbound SR-3 ramp terminal intersection and Waaga Way.
- Widen and channelize Clear Creek Road north of Waaga Way.
- Construct approximately 100' of new county road for relocation of Kitsap Mall Boulevard commercial and residential access.
- Signalize the improved SR-303 (Waaga Way)/Kitsap Mall Boulevard/Clear Creek Road intersection and interconnect the new signal with the three existing signalized intersections to the south.
- Construct stormwater facilities.

**DISCUSSION**

Lack of system continuity between SR-3 and SR-303 results in an overlap that requires highway traffic to maneuver through local traffic on surface streets. There is neither direct connection from northbound SR-3 to eastbound SR-303, nor the opposing movement from westbound SR-303 to southbound SR-3. Motorists making these maneuvers must use Kitsap Mall Boulevard as a link between the two state highways. This results in the mixing of through and local traffic, all of which must pass through multiple intersections, and contributes to increased delays for all motorists.

The WSDOT financial shortfall has stalled the completion of design and construction of this project. The proposed scope change adds no new work to the project, but rather advances the surface arterial portion of the project because no funding exists for the interchange.

There has been no change in TIB funding since Design Approval. The change in local funding, enumerated below (-\$9,195,692), is due to the WSDOT funding shortfall. Kitsap County has committed to increasing their local match from \$618,791 to \$947,554 in order to advance construction of worthy elements of this regionally significant project.

| Phase              | TIB Funds      |       | Local Funds     |       | Total Cost     |
|--------------------|----------------|-------|-----------------|-------|----------------|
| Project Selection  | 2,015,000      | 50.0% | 2,015,000       | 50.0% | 4,030,000      |
| Design Stage 1     | 2,482,280      | 19.6% | 10,143,246      | 80.4% | 12,625,526     |
| Scope Change       | 2,482,280      | 72.4% | 947,554         | 27.6% | 3,429,834      |
| Change from Design | 0              |       | -9,195,692      |       | -9,195,692     |
|                    | 0.0% No Change |       | -1070.5% Change |       | -368.1% Change |

**STAFF  
RECOMMENDATION**

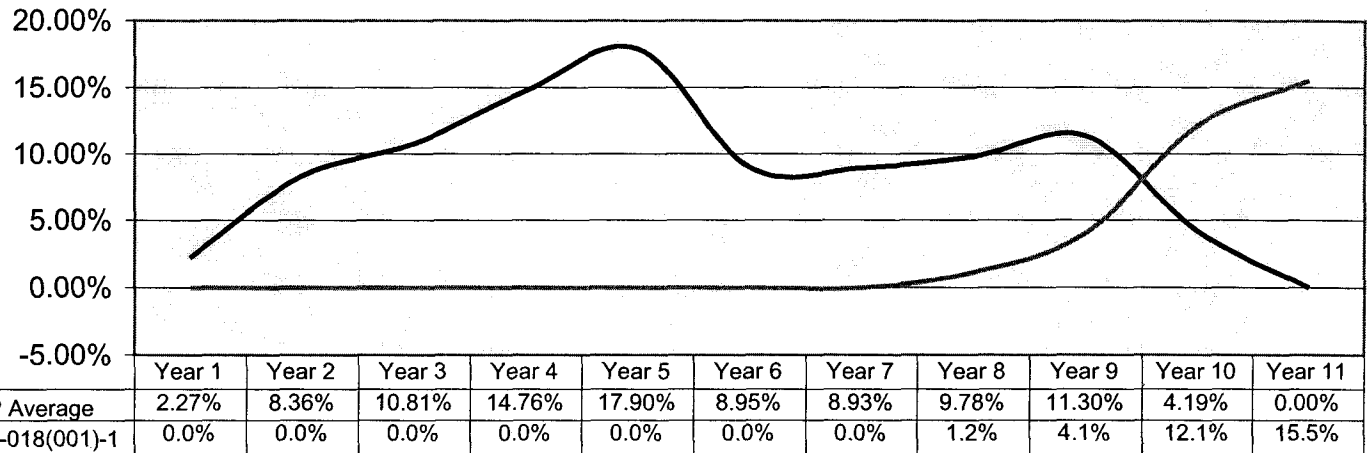
Staff recommends approval of a change in scope to include improvements to the County portion within the original scope of Stage 1.

**BOARD ACTION**

Motion to approve the change in scope to include improvements to the County portion within the original scope of Stage 1.

# TIB Financial Summary

|                              |                                       |                                   |           |
|------------------------------|---------------------------------------|-----------------------------------|-----------|
| <b>Lead Agency:</b>          | Kitsap County                         | <b>TIB Total:</b>                 | 2,482,280 |
| <b>Project Title:</b>        | SR 3 - SR 303 (Waaga Way) Interchange | <b>Local &amp; Partner Total:</b> | 947,554   |
| <b>Termini:</b>              | Stage 1 - WSDOT Portion               | <b>Total Project Cost:</b>        | 3,429,834 |
| <b>Legislative District:</b> | 23                                    | <b>Payments Made:</b>             | 384,834   |



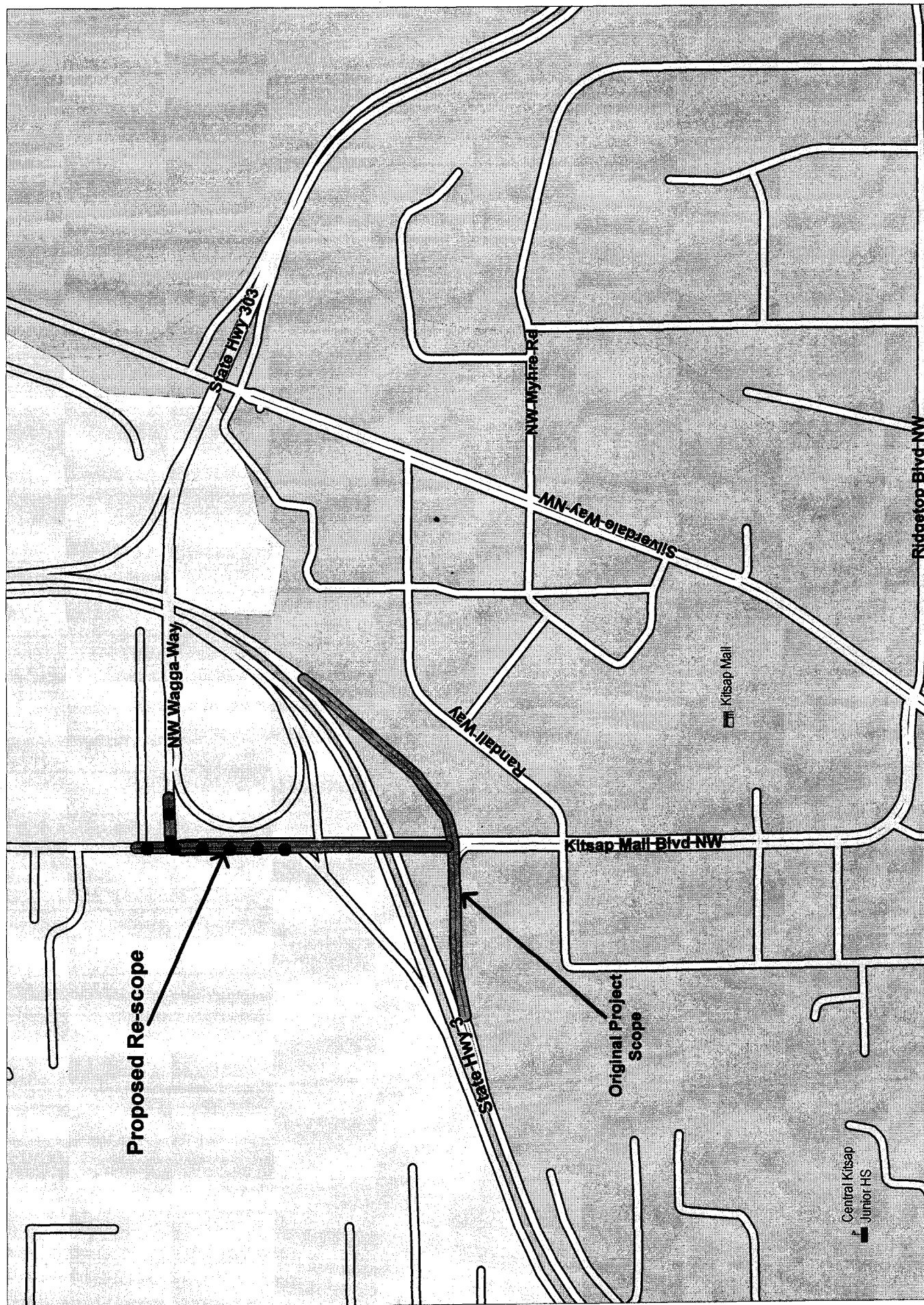
| Partnerships             | Anticipated | Committed | Shortfall |
|--------------------------|-------------|-----------|-----------|
| Kitsap County            | 947,554     | 947,554   | 0         |
|                          |             |           |           |
|                          |             |           |           |
|                          |             |           |           |
|                          |             |           |           |
|                          |             |           |           |
|                          |             |           |           |
|                          |             |           |           |
| <b>Partnership Total</b> | 947,554     | 947,554   | 0         |

| Project Schedule           |              |
|----------------------------|--------------|
| Funding Available          | Jul 1, 1990  |
| Design Engineering         | Jul 26, 1996 |
| Environmental              |              |
| Right of Way               | Aug 1, 1999  |
| Construction               |              |
| Bid Award (est.)           | Jun 1, 2004  |
| Contract Completion (est.) | Dec 1, 2005  |

| Cash Flow Needs      | FY 2002 | FY 2003 | FY 2004 | FY 2005   | FY 2006 | FY 2007 | TOTAL     |
|----------------------|---------|---------|---------|-----------|---------|---------|-----------|
| Design               | 0       | 80,286  | 100,000 |           |         |         | 180,286   |
| Right of Way         | 0       |         |         |           |         |         | 0         |
| Construction         | 0       |         | 500,000 | 1,000,000 | 417,160 |         | 1,917,160 |
| <b>PROJECT TOTAL</b> | 0       | 80,286  | 600,000 | 1,000,000 | 417,160 | 0       | 2,097,446 |



# Kitsap County - Waaga Way Change of Project Scope Request





# Scope Change Staff Review Transportation Partnership Program (TPP)

**Board Meeting Date:** March 28, 2003

|                       |   |                         |              |
|-----------------------|---|-------------------------|--------------|
| <b>REGION</b>         | Puget Sound   | <b>FUNDING YEAR</b>     | FY 1990      |
| <b>LEAD AGENCY</b>    | RUSTON  | <b>PROJECT LENGTH</b>   | 0.42 miles   |
| <b>PROJECT NUMBER</b> | 9-P-135(001)-1  | <b>FUNCT CLASS</b>      | Collector    |
| <b>PROJECT NAME</b>   | 51st St / Gallagher Way<br>East City Limits to Winnifred Street | <b>AADT</b>             | 3,800        |
|                       |   | <b>VE STUDY</b>         | Not Required |
|                       |   | <b>BID AWARD TARGET</b> | July 2003    |

| Phase               |                                  | TIB Funds        | Local Funds     | Total Cost       |
|---------------------|----------------------------------|------------------|-----------------|------------------|
|                     | Funds approved for Design        | 161,025          | 7,101           | 69,500           |
| <b>DESIGN</b>       | Funds approved for Right of Way  | 0                | 0               | 0                |
| <b>CONSTRUCTION</b> | Funds estimated for Construction | 594,225          | 32,649          | 652,970          |
|                     | <b>TOTALS</b>                    | <b>\$755,250</b> | <b>\$39,750</b> | <b>\$795,000</b> |

|                         |      |                                |       |
|-------------------------|------|--------------------------------|-------|
| <b>NONELIGIBLE COST</b> | \$ 0 | <b>TIB REIMBURSEMENT RATIO</b> | 95.0% |
|-------------------------|------|--------------------------------|-------|

|                            |  |
|----------------------------|--|
| <b>LOCAL MATCH</b>         | RUSTON \$39,750  |
| <b>EXISTING FACILITIES</b> | 51st Street is a paved two-lane facility, 28 feet wide with curbs, some storm drainage, and sidewalk on one side. Gallagher Way is paved, 18 feet wide with curbs, drainage and no sidewalks. This portion of the project passes through a tunnel that is narrow, poorly lit, and has a sharp blind curve at the west entrance.  |
| <b>PROJECT BENEFITS</b>    | To improve safety for vehicles and pedestrians by providing a roadway section that will accommodate standard lane widths, continuous sidewalks, street lighting, and parking.  |
| <b>PROPOSED WORK</b>       | <p>The termini of the original project on 51<sup>st</sup> Street were the east city limits and Winnifred Street. The original application included reconstruction of the roadway to 28 feet wide throughout with curbs, continuous sidewalk on one side, storm drainage, street lighting, retaining walls, and landscaping. The roadway to be constructed included a new alignment to bypass the tunnel. The tunnel was to be abandoned and sealed.</p> <p>The City is requesting to change the project scope to the following:</p> <p>The termini of the current proposal are Bennett Street to Pearl Street. The new project proposal includes widening 51<sup>st</sup> Street to provide angled on-street parking on one side, curb, gutter, and sidewalks on both sides, street lighting, upgrading signal hardware at Winnifred Street, and an asphalt overlay over the entire paved surface.</p> |
| <b>DISCUSSION</b>          | The improvement of 51 <sup>st</sup> Street from Bennett Street to the east city limits is dependent upon the progress of the Asarco soils remediation work. Because the Asarco cleanup completion date is unknown, the revised project boundary eliminates that portion and includes the west end of the original project and an extension to Pearl Street.  |

There has been no change in TIB funding since Design Approval in FY 1990 as shown below.

The proposed change in project scope would eliminate any right-of-way (ROW) acquisition costs. The improvements on 51<sup>st</sup> Street from Bennett Street to Pearl Street will be located within the existing city ROW.

| Phase              | TIB Funds      |       | Local Funds    |       | Total Cost     |
|--------------------|----------------|-------|----------------|-------|----------------|
| Project Selection  | 558,000        | 90.0% | 62,000         | 10.0% | 620,000        |
| Design             | 755,250        | 95.0% | 39,750         | 5.0%  | 795,000        |
| Scope Change       | <u>755,250</u> | 95.0% | <u>39,750</u>  | 5.0%  | <u>795,000</u> |
| Change from Design | 0              |       | 0              |       | 0              |
|                    | 0.0% No Change |       | 0.0% No Change |       | 0.0% No Change |

**STAFF  
RECOMMENDATION**

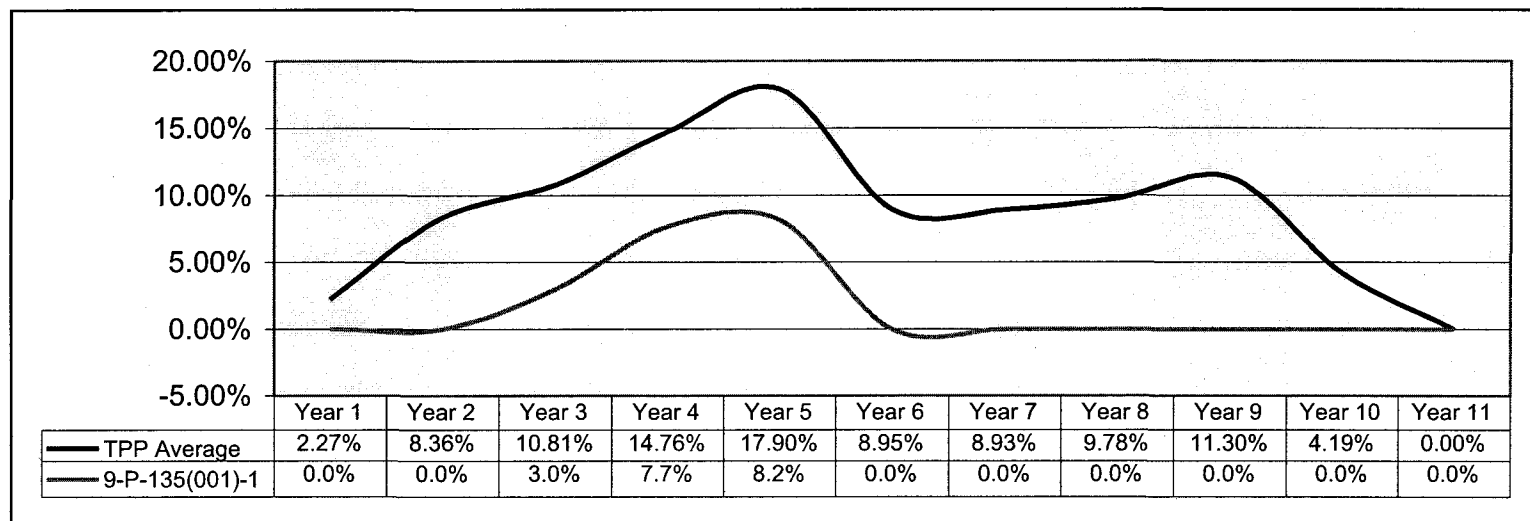
Staff recommends approval of a change in scope which would revise the project termini to include improvements to 51<sup>st</sup> Street between Bennett Street and Pearl Street.

**BOARD ACTION**

Motion to approve the change in scope which would revise the project termini to include improvements to 51<sup>st</sup> Street between Bennett Street and Pearl Street.

# TIB Financial Summary

|                              |                                      |                                   |         |
|------------------------------|--------------------------------------|-----------------------------------|---------|
| <b>Lead Agency:</b>          | Ruston                               | <b>TIB Total:</b>                 | 755,250 |
| <b>Project Title:</b>        | 51st St / Gallagher Way              | <b>Local &amp; Partner Total:</b> | 39,750  |
| <b>Termini:</b>              | East City Limits to Winnifred Street | <b>Total Project Cost:</b>        | 795,000 |
| <b>Legislative District:</b> | 27                                   | <b>Payments Made:</b>             | 68,637  |

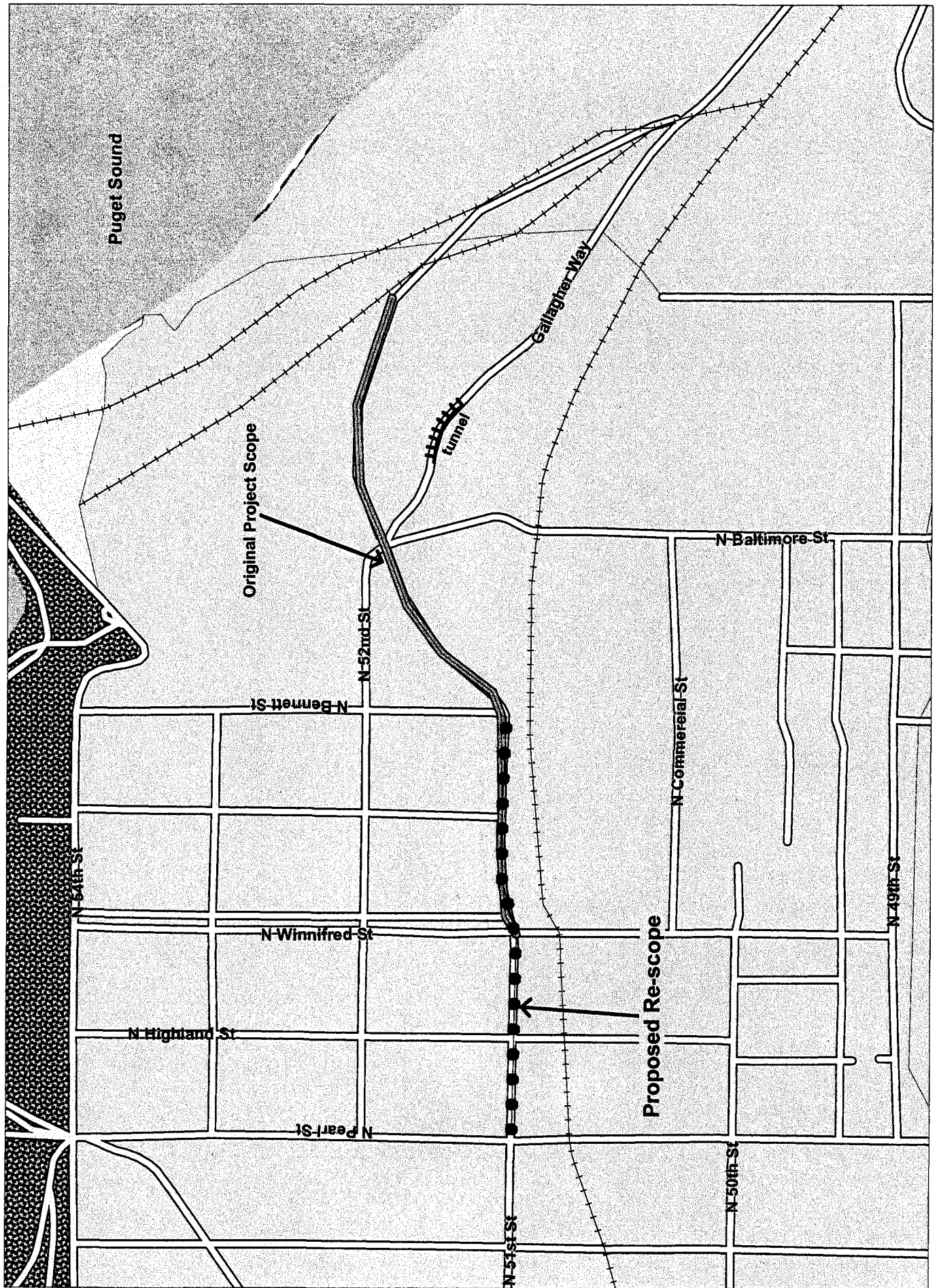


| Partnerships             | Anticipated | Committed | Shortfall |
|--------------------------|-------------|-----------|-----------|
| Ruston                   | 39,750      |           | 39,750    |
|                          |             |           | 0         |
|                          |             |           | 0         |
|                          |             |           | 0         |
|                          |             |           | 0         |
|                          |             |           | 0         |
|                          |             |           | 0         |
| WSDOT                    | 0           |           | 0         |
| <b>Partnership Total</b> | 39,750      | 0         | 39,750    |

| Project Schedule           |              |
|----------------------------|--------------|
| Funding Available          | Jul 1, 1989  |
| Design Engineering         | Sep 21, 1990 |
| Environmental              |              |
| Right of Way               |              |
| Construction               |              |
| Bid Award (est.)           | Mar 1, 2003  |
| Contract Completion (est.) | Jan 1, 2004  |

| Cash Flow Needs      | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | TOTAL   |
|----------------------|---------|---------|---------|---------|---------|---------|---------|
| Design               | 0       | 92,388  |         |         |         |         | 92,388  |
| Right of Way         | 0       |         |         |         |         |         | 0       |
| Construction         | 0       |         | 394,225 | 200,000 |         |         | 594,225 |
| <b>PROJECT TOTAL</b> | 0       | 92,388  | 394,225 | 200,000 | 0       | 0       | 686,613 |

# Town of Ruston Change of Project Scope Request



# Increase Staff Review – Pedestrian Safety and Mobility Program (PSMP)

Board Meeting Date: 3/28/2003

|                      |  |           |                                     |             |        |
|----------------------|--|-----------|-------------------------------------|-------------|--------|
| REGION               | West   |           | FUNDING YEAR                        | FY 2002     |        |
| LEAD AGENCY          | Town of Cathlamet  |           | PROJECT LENGTH                      | 1,000 feet  |        |
| PROJECT NUMBER       | 6-W-979(P02)-1   |           | FUNCTIONAL CLASS / AADT             | Collector   |        |
| PROJECT NAME         | SR 409/Main Street   |           | VE STUDY                            | N / A       |        |
| PROJECT TERMINI      | SR 4 to 100 Main Street  |           |                                     |             |        |
|                      |  |           |                                     |             |        |
|                      | TIB Funds  |           | Local Funds                         |             |        |
| PREDESIGN            | 0  | 0         | TIB Funds Approved for Predesign    |             |        |
| DESIGN               | 6,728  | 5,055     | TIB Funds Approved for Design       |             |        |
|                      | 0  | 0         | TIB Funds Approved for Right of Way |             |        |
| CONSTRUCTION         | 71,312   | 49,468    | TIB Funds Approved for Construction |             |        |
|                      | 78,040   | 54,523    | Subtotals                           |             |        |
|                      |  | 132,563   | TOTAL PROJECT COST AT BID AWARD     |             |        |
| PROPOSED AWARD DATE  | 2/26/2003  |           | TIB MATCHING PERCENT                |             | 58.9   |
|                      |  |           |                                     |             |        |
| LOCAL MATCH SOURCE   | CATHLAMET \$57,563   |           |                                     |             |        |
| EXISTING FAC ILITIES | The existing sidewalks are in poor condition, and lack ADA ramps.  |           |                                     |             |        |
| PROPOSED WORK        | The proposed improvement will replace the existing deteriorated sidewalk on the east side. New sidewalk will also be constructed from the Central Business District to SR 4. Improvements will include curbs, gutters, and ADA ramps.  |           |                                     |             |        |
| DISCUSSION           | During construction, two changed conditions have been encountered:<br><br>1. An abandoned wood-stave water main was discovered running directly under the sidewalk. The pipe must be removed, as well as the unsuitable soil in the pipe zone. The cost of this work is estimated to be \$25,000 to \$30,000, and is eligible for reimbursement by TIB. Staff proposes TIB assume full responsibility for the costs of this additional work.<br><br>2. Also within the project limits, a 3' x 5' concrete chamber resting on top of a 1,000-gallon cylindrical steel tank was encountered. It appears this assembly was once the heating oil tank and access hatch for the adjacent commercial building. The removal and disposal of these items is estimated to be \$20,000. The Town has notified the property owner of the situation, and will be negotiating for reimbursement for the removal. Staff proposes the Town retain full responsibility for the costs of this additional work.<br><br>This proposed division of the additional costs does not significantly change the overall partnership proportions. |           |                                     |             |        |
|                      | Phase  | TIB Funds |                                     | Local Funds |        |
|                      | Bid Award  | 78,040    | 58.9%                               | 54,523      | 41.1%  |
|                      | Water Main   | 30,000    | 100.0%                              | 0           | 0.0%   |
|                      | Tank Removal   | 0         | 0.0%                                | 20,000      | 100.0% |
|                      | Subtotals  | 108,040   | 59.2%                               | 74,523      | 40.8%  |
|                      | Percent Change   | 38.4%     |                                     | 36.7%       | 37.7%  |

**STAFF  
RECOMMENDATION**

Staff recommends Board approval of an additional \$30,000 in SCP funds for this project.

**ACTION ITEM**

Motion to approve an increase of \$30,000 in SCP funds, bringing the total TIB commitment to \$108,040.



## STATUS OF 1990 AND 1991 PROJECTS

### **Discussion:**

At the January 2003 Board Meeting, TIB staff presented information on the status of over 300 projects funded in 1990 and 1991. The vast majority of these projects have been completed. Of those 69 projects that are still active:

- 12 projects are under construction and will be completed by the summer of 2004
- 51 projects require the processing of closeout paperwork
- 6 projects are under design

Of the remaining six projects, five are scheduled to begin construction in 2003 and one is scheduled to begin construction in 2004. All six of these projects will be completed within three years.

### **Staff Recommendation:**

Staff recommends that the board adopt a deadline to reach bid award of June 30, 2004 for the six projects currently in design (see attached list). Construction contracts for these six projects must be awarded by the deadline or the remaining TIB funds will be withdrawn. The six projects withdrawn under this motion are eligible to compete only for construction funds in future funding cycles.

### **Motion:**

Motion to adopt a deadline of June 30, 2004 for the six 1990 and 1991 projects still in design. Projects not meeting this deadline will lose the remainder of their TIB funds. These projects are eligible to re-apply for construction funds only in future funding cycles.

# TIB Projects 1990 to 1991

3/18/2003

| Agency           | Arterial                              | Phase  | TIB Funds | Local Funds | Project Cost | Remaining TIB Funds | Fund Series | Status                                  |
|------------------|---------------------------------------|--------|-----------|-------------|--------------|---------------------|-------------|---|
| BREMERTON        | SR 3 / SR 304, Stage 1                | Design | 7,556,644 | 22,701,356  | 30,258,000   | 901,045             | 1990        | Delayed due to staffing issue           |
| EVERETT          | 112th Street                          | Design | 6,600,000 | 7,295,234   | 13,895,234   | 6,538,245           | 1990        | Construction 11/2003                    |
| KITSAP COUNTY    | SR 3 - SR 303 (Waaga Way) Interchange | Design | 2,482,280 | 10,143,246  | 12,625,526   | 2,097,446           | 1991        | Rescope 3/2003 Construction March 2004  |
| RUSTON           | 51st St / Gallagher Way               | Design | 755,250   | 39,750      | 795,000      | 686,613             | 1990        | Rescope 3/2003 Construction June 2003   |
| SNOHOMISH COUNTY | Meridian St, Lundeen Pkwy             | Design | 1,991,000 | 1,634,000   | 3,625,000    | 1,429,126           | 1990        | Construction November 2003              |
| SNOHOMISH COUNTY | Airport Rd/128th St/132nd St (SR 96)  | Design | 362,000   | 2,262,000   | 2,624,000    | 267,582             | 1990        | Ped Overcrossing Construction July 2003 |





State of Washington  
Transportation Improvement Board

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## Introduction

Through a process improvement effort, TIB staff has identified a number of possible improvements that would streamline and clarify current operational practices. These improvements require changes to Washington Administrative Code (WAC) or to the Board's authority delegated to the Executive Director. Necessary WAC changes will be addressed in a public hearing at the July 2003 meeting. (That WAC hearing will also address the Small City Program increase issues reviewed by the Board in January.)

At this time staff recommends the following changes.

### I. Distribution of Funds in the Urban Pedestrian Safety and Mobility Program

#### Issue:

The distribution methodology for the Urban Pedestrian Safety and Mobility Program is currently patterned after the distribution formula for the three regions in the Transportation Partnership Program.

Current Pedestrian Safety and Mobility Program distribution factors:

|                    |     |
|--------------------|-----|
| Statewide          | 40% |
| East Region        | 15% |
| West Region        | 15% |
| Puget Sound Region | 30% |

When the distribution formula was originally established in the mid-1990's, funding was provided by reducing TIB's urban programs. The formula chosen at the time reflects the distribution formula of one of the urban pedestrian program's primary funding sources, the Transportation Partnership Program. After the formal legislative creation of the Pedestrian Safety and Mobility Program, funding was shifted to the Urban Arterial Trust Account.

In addition to the change in fund sources, the current methodology provides for a statewide distribution recognizing those projects that have "statewide significance". Staff believes that while major roadway projects may have statewide significance, urban pedestrian projects represent the local agencies' priorities, and the statewide distribution is unnecessary.

The Small City Pedestrian Safety and Mobility programs distributes funding based on the population of cities under five thousand within a region when compared to the overall small city population of the state (plus or minus five percent).

#### Staff Recommendation:

As a result of the change in funding source and to maintain an approach similar to that used in the Small City Pedestrian Safety and Mobility Program, staff recommends basing the distribution of the Urban Pedestrian Safety and Mobility Program on the

urban area population of a region when compared to the overall population of urban areas in the state. Staff's recommendation requires revising WAC 479-12-430 in July.

### Current and Proposed Regional Distributions

| Comparison         | Current     | Proposed<br>(Based on UA population) |
|--------------------|-------------|--------------------------------------|
| Statewide          | 40%         | 0                                    |
| East Region        | 15%         | 20%                                  |
| West Region        | 15%         | 20%                                  |
| Puget Sound Region | 30%         | 60%                                  |
| <b>TOTAL</b>       | <b>100%</b> | <b>100%</b>                          |

### Impact of the Proposal when Applied to the FY 2004 Priority Array

|              | Adopted FY 2004  | Proposal as<br>Applied to FY 2004 | Change in Number<br>of Projects |
|--------------|------------------|-----------------------------------|---------------------------------|
| Puget Sound  | 1,358,500        | 1,240,920                         | -1                              |
| East         | 409,700          | 413,640                           | 0                               |
| West         | 300,000          | 413,640                           | +1                              |
| <b>TOTAL</b> | <b>2,068,200</b> | <b>2,068,200</b>                  |                                 |

## II. Eligible Landscaping Costs

### Issue:

WAC 479-05-130 limits the Transportation Improvement Board's participation in landscaping costs to three percent of the total project cost. Projects with large amounts of right of way costs benefit disproportionately from the current policy. As an example:

| TPP   | Design  | ROW       | Const.    | Total     | Landscape<br>Limit |
|---|---------|-----------|-----------|-----------|--------------------|
| Average of<br>213 completed<br>projects             | 316,550 | 408,318   | 2,193,190 | 2,918,058 | 87,542             |
| Project with a<br>disproportionate<br>amount of ROW | 316,550 | 1,504,913 | 1,096,595 | 2,918,058 | 87,542             |

The project with a disproportionate amount of right of way receives the same allowance for landscaping; however, it has less than half of the expenditures for construction of the average project. As a result, staff recommends using a percent of the contract amount

as the basis for the limit on landscaping. The following is an example of the previous project with a landscape limit of five percent of the contract amount.

| TPP   | Contract  | Total     | 3% of Total Project Cost | 5% of Contract |
|---|-----------|-----------|--------------------------|----------------|
| Average of 213 completed projects             | 1,870,852 | 2,918,058 | 87,542                   | 93,543         |
| Project with a disproportionate amount of ROW | 838,725   | 2,918,058 | 87,542                   | 41,936         |

**Staff Recommendation:**

Staff recommends changing the policy on eligible landscaping costs to ensure projects with large right of way costs do not benefit disproportionately from the landscape allowance. The staff's recommendation requires revising WAC 479-05-130 in July.

### III. Eligible Engineering Costs

**Issue:**

WAC 479-05-170 limits the eligible engineering costs to twenty-five percent of the construction contract amount. Many items that have been considered engineering through existing practices are mistakenly charged as special studies by local agencies. The current practice requires extensive negotiations between the TIB project engineer and the local agency. In addition, projects receiving construction funding only are allowed to receive reimbursement for up to twenty-five percent of their engineering costs.

| TPP                | Sample Size | 25% of Contract Amt. (Excluding special studies) | 26% of Contract Amt. (Including special studies) |
|--------------------|-------------|--|--|
| Completed projects | 213         | 65   | 65   |

**Staff Recommendation:**

Changing the maximum allowable engineering costs to twenty-six percent of the contract amount, while including "special study" as engineering has little financial impact on local agencies. The primary benefit of revising the policy is the simplification of the closeout process. The staff's recommendation requires revising WAC 479-05-170 and the policy delegating authority to the Executive Director in July.

#### **IV. Increases on Pedestrian Safety and Mobility Program projects**

**Issue:**

In the mid-1990's, pedestrian projects were funded by reducing the program sizes of existing urban and small city programs. As a component of the Small City Program, the Small City Pedestrian Safety and Mobility Program assumed the increase policy of the Small City Program. In subsequent years the administrative increases on small city pedestrian projects were directed by the increase policy for traditional small city road projects. A recent change in the policy on administrative increases for projects funded from the Small City Program sets the limit for an increase that can be authorized by the Executive Director to \$125,000. If the newly adopted administrative limit was applied to the Small City Pedestrian Safety and Mobility Program, the potential increase could more than double the TIB's participation on a maximum grant amount of \$100,000.

**Staff Recommendation:**

Staff recommends setting the Executive Director's administrative increase level to fifteen percent of the original application amount. Increases above that amount would require review by the Board. This action can be taken at this meeting.

**Motion:**

Motion to adopt the following addition to the authority delegated to the Executive Director.

**Small City Pedestrian Safety and Mobility Program (SC/PSMP)**

Funding consideration for SC/PSMP projects on the approved priority array – The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in SC/PSMP funds, if required, is less than fifteen percent (15%) through Contract Completion. All other projects will be presented to the Board for their review and approval.



**PRIORITY ARRAY: CALCULATION OF SAFETY POINTS**  
For Discussion and Information Only

TIB staff has reviewed the FY 2004 Priority Array rating systems, and has developed a simplified method of calculating the potential societal benefit from accident reduction. This calculation is used to generate the "Safety" points in the Arterial Improvement Program (AIP) and Transportation Partnership Program (TPP) applications.

The present calculation uses established formulae based on a three-year accident history, a growth rate, and statistical values for the costs of accidents. These formulae are complicated and difficult to calculate accurately. It is also difficult to confirm which types of accidents are included in the submitted data, and whether or not the proposed improvements would reduce the likelihood of future accidents and crashes.

Staff has developed a spreadsheet that relates the types of accidents that have occurred in the past to the proposed street improvements. This gives a more accurate estimate of the potential societal benefit. Staff has also utilized updated national statistical values for the three accident categories: Property Damage Only; Injury; and Fatality.

On the following pages, accident information from an FY 2004 urban application has been utilized to test the new methodology against the calculations used in the FY 2004 priority arrays. Although the new method results in a higher potential Safety savings value, when projects within a funding cycle are compared, the relative results are the same.

The calculation of safety points in the AIP and TPP would remain the same.

# Transportation Improvement Board (TIB) FY 2005 Urban Accident Analysis

Agency **SeaTac**  
Project Name **Military Road**

## Instructions

- ▶ Select the Location Type (Intersection or Midblock).
- ▶ Enter the Location and number of Property Damage Only (PDO) Accidents, Injuries and Fatalities for each Accident Type.
- ▶ List the planned countermeasure to mitigate the accident experience.

|               | Total Number | Factor      | Accident Cost      |
|---------------|--------------|-------------|--------------------|
| PDO Accidents | 65           | \$5,064     | \$329,160          |
| Injuries      | 21           | \$284,956   | \$5,984,073        |
| Fatalities    | 1            | \$3,366,388 | \$3,366,388        |
| <b>TOTAL</b>  | <b>87</b>    |             | <b>\$9,679,621</b> |

|                                    |
|------------------------------------|
| Annual Benefit<br><b>\$483,981</b> |
|------------------------------------|

| Location Type | Location | Accident Type               | PDO | Inj | Fatal | Countermeasures      |
|---------------|----------|-----------------------------|-----|-----|-------|----------------------|
| Intersection  | S 178th  | Rear End                    | 5   |     |       | Add Left Turn Pocket |
|               |          | Right Angle                 | 3   |     |       | Add Left Turn Pocket |
| Intersection  | S 179th  | Right Angle                 | 2   | 1   |       | Add Left Turn Pocket |
|               |          | Fixed Object/Parked Vehicle | 3   |     |       | Widen Radius         |
|               |          | Approach Turn               | 5   |     |       | Add Left Turn Pocket |
|               |          | Side Swipe                  | 6   | 1   |       | Add Left Turn Pocket |
| Intersection  | S 180th  | Side Swipe                  | 4   |     |       | Add Left Turn Pocket |
| Intersection  | S 182nd  | Side Swipe                  | 4   |     |       | Add Left Turn Pocket |
|               |          | Right Angle                 | 3   |     |       | Add Left Turn Pocket |
| Intersection  | S 188th  | Fixed Object/Parked Vehicle | 5   | 6   |       | Widen Radius         |
|               |          | Backing                     | 8   |     |       | Modify Signal        |
|               |          | Side Swipe                  | 5   | 2   |       | Add Left Turn Pocket |
|               |          | Rear End                    | 5   | 5   |       | Add Left Turn Pocket |
|               |          | Approach Turn               | 4   |     |       | Add Left Turn Pocket |
|               |          | Right Angle                 | 3   | 6   | 1     | Add Left Turn Pocket |

# FY 2004 TIB Urban Funding Programs ACCIDENT REDUCTION WORKSHEET

REVISED 19 JUL 2002

Agency Name **SEATAC**

Project Name **MILITARY ROAD**

Total Annual Benefit

**\$219,277**

| Location of Action                       | Military Road/S 172th Street            | Military Road/S 179th Street            | Military Road/S 180th Street            | Military Road/S 182nd Street            | Military Road/S 188th Street            |
|--|---|---|---|---|---|
| Average Annual Traffic Growth Rate (TGR) | 1.03                                    | 1.03                                    | 1.03                                    | 1.03                                    | 1.03                                    |
| Accident Time Period (ATP) in Years      | 2                                       | 4                                       | 2                                       | 4                                       | 4                                       |
| Property Damage Only (PDO) Accidents     | 2                                       | 6                                       | 1                                       | 8                                       | 48                                      |
| Number of Injuries                       | 0                                       | 3                                       | 0                                       | 1                                       | 17                                      |
| Number of Fatalities                     | 0                                       | 0                                       | 0                                       | 0                                       | 1                                       |
| Reduction Factors                        | Type of Improvement                     | Type of Improvement                     | Type of Improvement                     | Type of Improvement                     | Type of Improvement                     |
| F&I 1                                    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Multi)        |
| F&I 2                                    | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Modify Traffic Signals (All)      |
| F&I 3                                    |   |   |   |   | I/S - Increase Radii at I/S (All Lanes) |
| PDO 1                                    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Two Lanes)    | I/S - Add Left Turn Lane (Multi)        |
| PDO 2                                    | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Increase Radii at I/S (All Lanes) | I/S - Modify Traffic Signals (All)      |
| PDO 3                                    |   |   |   |   | I/S - Increase Radii at I/S (All Lanes) |
| F&I Reduction                            | 85.00                                   | 85.00                                   | 85.00                                   | 85.00                                   | 76.38                                   |
| PDO Reduction                            | 40.00                                   | 40.00                                   | 40.00                                   | 40.00                                   | 50.13                                   |
| Average Growth Rate (G)                  | 0.17                                    | 0.17                                    | 0.17                                    | 0.17                                    | 0.17                                    |
| Annual Benefit per Location              | 2,719                                   | 28,585                                  | 1,360                                   | 13,607                                  | 173,007                                 |